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The Plymouth Bulletin

Eighteen-time Old Cars Weekly Golden Quill Award winner

September - October 2009

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Plymouths Cover the World



**2009 National Summer Meet
Oconomowoc, Wisconsin**

John Billingsley's and Bob Nitz's 1955 Belvedere sport coupes

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Chuck Rouse's 1939 P8 sedan and Don Feeney's 1928 Q touring

LANNY KNUTSON PHOTO

2009 National Summer Meet Oconomowoc, Wisconsin



Good Company

Good company is what we had, and good company is what it's all about. For a number of years, Jim Benjaminson and I have talked of travelling together to a national meet. This year it finally happened.

Joining us was Bill Lage, fellow member and a childhood friend of Jim's from Cavalier, North Dakota.

The trip began for me as I left Winnipeg on Tuesday evening, driving slightly southwest to Jim's home in Walhalla, N.D. The next day was a full driving day, as we covered all 700 miles from Walhalla to Oconomowoc, arriving just before midnight.

The air in my '49 is natural, and any power-assist is pure human muscle. Starting was sometimes slow as the sixty-year-old Plymouth tried to ingest ethanol-added gas, but the six-volt starter ground on slowly but steadily until the flathead eventually fired to life. The drum brakes were put to the test as we managed to hit the Twin Cities in full rush-hour mode, but they did the job, as did the vacuum wipers during the sporadic showers that came our way (actually, we came to them).

Jim and I split the driving duties, the '49 feeling much akin to his own '40. Bill preferred to nap through much of the trip, finding the rear seat of a P18 sedan to be very comfortable. (Later in the summer, Jim and Bill took a short trip in Bill's '57 Chevy hardtop to a Minnesota show. Again, Jim did the driving while Bill napped in the

back, which led Bill to comment that "My Chevy's nothing compared to Lanny's Plymouth for a back seat nap!")

Once in Oconomowoc, our experience of good company continued; actually, it increased exponentially by the number of people present. We enjoyed the great hospitality of the host Dairyland Region. We



***The Three from MB/ND:** In Fargo on the last leg of their journey home from the national meet in Wisconsin are three travelling companions: Jim Benjaminson (with granddaughter Brynn), Bill Lage and Lanny Knutson.*

renewed friendships with those we see at virtually every meet as if a year ago is no more than a few minutes ago. And we made acquaintance with people who previously had been merely names in print. The Plymouth automobile is what brings us together, but it's the humanity we share that keeps us there. Most poignant was Jim's thanking of the assembled members for their prayers and expressions of support when his wife Connie was battling leukemia from which she is now, thankfully, in full remission.

During show day, I was delighted when Merrill Berkheimer asked me to drive his



CHRIS SUMINSKI PHOTO

and Bobbi's '70 Barracuda through the judging stations. Suddenly, I was transported nearly 40 years back to the time I was behind the wheel of my own '70 'Cuda. There were differences: no roof was over my head; the interior was red, not black; the

shifter was on the column, not the pistol grip I knew; and 100 more cubic inches resided under the hood. Still, the pleasure was all mine, thanks to the good company of Merrill and Bobbi.

The next BULLETIN will cover our club's second 2009 national meet, this time hosted by the Mid-Atlantic Region in Westminster, Maryland, offering yet another fine experience of good company, I'm sure.

"Twenty-ten" will soon be upon us. Plans for that year's national meet in

Portland are well under way. Already, 1960 owners are clamoring for a 50th anniversary issue of their own. I hope, as well, to do a feature celebrating the 40th anniversary of the E-body Barracudas and 'Cudas, Plymouths that are also close to my heart. I invite responses from other owners. We don't have an E-body tech advisor at the present time. Anyone wish to step forward? You'll be in good company.

-- Lanny Knutson

The Plymouth Bulletin

No. 298, Sept/Oct 2009

LANNY D. KNUTSON, editor
LEEANN LUCAS, asst. editor

The Plymouth Press

CLUB NEWS

Plymouth Owners Club

No. 298

Plymouths Shine in '09

Members enjoy the 2009 Fall National in Maryland

Plymouths did shine in Maryland, '09, even when the skies didn't.

The Mid-Atlantic Region polished their hospitality skills to provide members a very enjoyable time during the '09 National Fall Meet in

ing five restored Case cars -- on the Herbert Wessel farm. Tours took members through rolling, picturesque country



Westminster, Maryland, held September 23-26.

An array of touring opportunities was offered, including trips to a robotic dairy farm, a professional auto restoration shop, the National Air and Space Museum, the Harley-Davidson factory and the collection of Case farm and other equipment -- includ-

side dotted with farms and rustic buildings during a beautiful, color-

ful time of the year as they journeyed to the Wessel farm and on a later covered bridge tour and winery visit.

Local eateries were enjoyed, and a memorable Maryland Crab Feast was put on by the host region. A Ladies Tea was enjoyed by the women present, including the six who had registered their



Best of Show, Group II

own Plymouths. Show day dawned cloudy, and,

although eventually cut short by rain,

the judging was completed. Winning Best of Show for Groups II and III, respectively, were the 1955 Belvedere of Fran Byard and the 1960 Valiant of Carl VanBibber (the

Hard Luck car of the summer meet in Wisconsin). Sixty-four Plymouths were registered; 25 received trophies.

"As usual, it was a fun meet to attend, a chance to meet and visit with other POC members and an opportunity to catch up with good friends," concludes Scott Oller of the Hoosier Region.

-- LDK

Darrell Davis named '63 Tech Advisor

Darrell Davis, a retired Chrysler executive and long-time club member, has been named, by Technical Director Earl Buton, as the 1963 B-body tech advisor. Darrell will also continue to serve as tech advisor for 1954 Plymouths.

Wally Breer, the previous '63 tech advisor, will carry on as advisor for 1957-58 and the 1974-77 C-body Plymouths.

Darrell has owned many '63s since his first, purchased new. He currently has two '63s, together with four '54s, an '01 Neon (the very last Plymouth built) and a 1928 Q sedan.

Members Remembered

DAVID YAGER, 54, Gresham, Oregon, and a member of the Cascade Pacific Region, died Sunday, July 12. (See page 8)

WAYNE MACPHERSON, Sidney, Nova Scotia, died July 22, 2009, at age 67. A long-time member, he had owned a '55 convertible since 1981. The car has been inherited by his son Scott [PICTURED] of Winnipeg.



ANNE REDDIE, member with her husband John, of Cohasset, Massachusetts, died August 30, 2009. (See page 6)



The Reddies' '67 Fury III [BULLETIN 290]

THE REV. DEAN MITCHEM, former vice-president of the Carolina Region and owner of a '65 Barracuda, died September 28, 2009, following "a long and hard fight with cancer." -- Dean Yates

DEREK GARVIE, Grove, Oklahoma, adopted son of "Coach" Jim Garvie, owner of an original *Christine* movie '58 Belvedere, died on November 1, 2009, following a lengthy battle with Huntington's Disease.

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A Little Off Route 66 ... a Family Reunion

Miami, Arizona, isn't exactly on Route 66, but it is 66 miles east of Mesa on Route 60. The historic copper mining town is home to 2,700 people... and the Howlin' Javelina. And what, might you ask, is the Howlin' Javelina? Better yet... what is a javelina?

For you city folk, a javelina is a wild pig. But the Howlin' Javelina is one of Miami's newest businesses, a... comfortable refreshment stop for those adventurers needing a break from the dusty trail; a place where memorabilia of a bygone era where the Local, Classic Car Clubs, Motorcycle Groups, Beer and Wine Connoisseurs and Roadside Nostalgia Enthusiasts congregate to enjoy each others' experiences and revive 'The Great American Spirit of the Open Road.'

At least, that's the way owners Dik and Marilyn Mickle describe their cozy establishment.

Located on Miami's Sullivan Street, the Howlin' Javelina occupies the historic Price Brothers building, built in 1913.



One of the attractions at the Howlin' Javelin is a memento honoring three of America's great road adventurers: Sullivan Richardson, Arnold Whitaker and Kenneth Van Hee. On display at the bar is the actual car door from the Richardson Pan-American Highway Expedition's 1941 Plymouth. The Richardson Expedition (featured in

BULLETINS 135, 136 and 137 and also on the club's website at www.plymouthbulletin.com) chronicled the nearly year-long adventure of the three travelers as

they man-handled their '41 Plymouth from Detroit to the tip of South America, promoting the building of the Pan-American Highway that would one day link the North and South American continents by highway (a dream that, to this very day, has yet to materialize!).

I wrote in BULLETIN 282 (Jan-Feb 2007) about the discovery of the car door, which had been stolen from the Richardson's California home in July of 1969. At that time I had been contacted by an individual in Arizona who claimed to know where the door was and who offered to act as an intermediary to see that the door got back in the hands of the Richardson family. After contacting the



An expedition envelope



Reunion with The Door: Dennis Richardson, Marilyn Mickle and Lucy Ann Bywater

Richardsons, it became obvious that the “owner” of the door was probably not very reputable and no deal was made. Dik Mickle discovered the door advertised on eBay and ended up buying it for his new bar. Intrigued with the lettering on the door, he began an internet search and discovered Sullivan Richardson’s story on the Plymouth Owners Club’s website. He later located not just one, but five, copies of Richardson’s book *Adventure South* and has also purchased a dozen of the special envelopes the Expedition sent back home to friends and family while on the trip.

Dik Mickle’s fascination with the *Adventure South* story led another group of “adventurers” to hit the open road and travel to Miami specifically to see The Door. This past May, Dennis Richardson (eldest son of adventurer Sullivan Richardson) and Lucy Ann Bywater (Sullivan Richardson’s eldest daughter) visited Marilyn Mickle at the Howlin’ Javelina to get a first-hand look, after 40 years, of the right rear door off their father’s ‘41 Plymouth. The door, along with a scrap of front fender cut off years earlier by their brother David, are all that remain of the milestone Plymouth. Disheartened after the door had been stolen from the car, Sullivan Richardson had the historic Plymouth hauled off to a junkyard. Several years later, a friend of the Richardson sons reported seeing the door hanging in a college dormitory room in Arizona. There must have been some truth to that story, as the door reappeared in Arizona in 2007 when I was first contacted about its existence.

At the time of the family’s visit, the door had not yet been mounted in the Howlin’ Javelina. Lucy Ann wrote: “The door is in poor condition, but you can still see most of the map, names, etc. As I recall, someone said that the doors were cut off with a hacksaw but it is obvious that this door was cut off with a cutting torch.”

Dik Mickle is having a special frame made for the door to protect it for future generations and to share in the “adventure of the open road.”

-- Jim Benjaminson



This piece of fender attests that David Richardson and Joe Michiels rebuilt the expedition car in 1964.



David Richardson stands beside the expedition's '41 Plymouth in this 1964 photo. Five years later the right rear door would be stolen from the car... and recovered 40 years later in Arizona.



David, Stephan and the car in 1964.

BULLETIN 296

I JUST RECEIVED my May-June issue of the PLYMOUTH BULLETIN. And as always, it is GREAT! Thank you once again for including my article on my dad and the Ace Cab Company.

Ernie Bailly
Simi Valley, California



THANK YOU for printing my little article about Plymouth dealership postcards. I've been contacted by couple of club members who also have dealer cards and we've been sending each other scans of our cards. I've attached another find, a 1930 Plymouth ad from Canada in French. The magazine is *Le Samedi* from Feb. 15, 1930. Hope it's of interest.

Michael Owens
Austin, Texas

Member wife remembered

I AM WRITING to tell you that my wife, Anne, died on August 30th from complications from leukemia. The sad part is that I retired the next day. We were married for 46 years and it was because of her that I joined the club. She saw an article in the local newspaper about the Plymouth Owners Club summer meet in Plymouth, Massachusetts, back in 1993. We went there in our 1967 Plymouth Fury III convertible. She signed me up for the club and bought me a T-shirt. We also attended the meet in Hancock, Massachusetts, in 1999.

John Reddie
Cohasset, Massachusetts

FIRST, I want to thank you for recognizing my 1963 Sport Fury. It is an honor and a surprise to have you select it for the back cover; there are so many deserving.

Second, I want to thank you for providing us with another excellent issue. It is my opinion, and I am certain the opinion of many others, that it should be on the newsstand and in book stores. I particularly enjoy the variety of topics covered providing something of value for everyone in each issue.

Mary Raguse
Oakland, Michigan

THANKS for a wonderful magazine. Please explain the late delivery of the BULLETIN. I received my May-June #296 issue September 9th. Airmail to New Zealand is usually 7-10 days. Is the slow delivery hold up due to shipping via Sweden?

Ron Galletly
Ashburton, New Zealand

DUE TO A NUMBER of circumstances, several issues were delayed. The May-June issue was mailed from North Dakota on August 11th. Normally this issue should have been in the mail around June 30th. Due to a change of rules by the U.S. Postal Service, the BULLETIN can no longer be



Polar bear plate: This is one vintage Plymouth that legitimately bears the famous North West Territories license plate.

Yellowknife Plymouth

I WAS IN YELLOWKNIFE on Wednesday 09/09/09 and saw this 1949 Plymouth drive by. I was unsuccessful at following him. Later in the day I found it parked at City Hall and spoke with the owner, a city administrator. I will be headed back to Yellowknife in a week and give him a copy of the BULLETIN. Do we have any members in the N.W.T.?

Rob Elliott
Calgary, Alberta

THE ANSWER to your last question. according to our membership secretary, is no. No POC members live in Canada's North West Territories. Now we may have one.



mailed directly to members living outside the U.S. Canada- and overseas-bound magazines are shipped via Fed-Ex Pouch to Sweden, where they are re-mailed around the world. The postal rules require a minimum of 200 copies being mailed, with an aggregate weight of 50 pounds. The 50 pound weight limit is easy to meet but with less than 200 members living in Canada and overseas, this is the only way at the present time. Mailing individually at a higher postage rate would be one solution but the cost

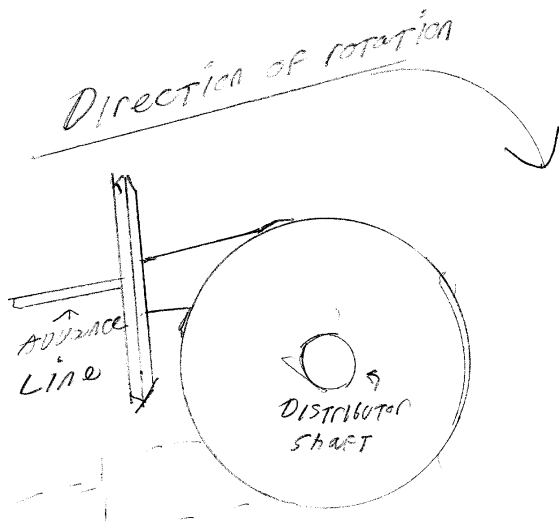
would be prohibitive. We have looked at several alternatives but, at the present, mailing from Sweden seems to be the most cost effective solution

-- Jim Benjaminson

Blown away

I AM SIMPLY ASTONISHED to see the beautiful treatment you gave to me and to members of 59plymouth.net in BULLETIN 297. I am just blown away. Thank you so much for all that you did. We are all extremely grateful.

Dan Morton
Philadelphia, Pennsylvania



Rotation explanation

JUST GOT MY JULY-AUGUST issue and would like to add a couple of points to the tech article on p. 17. Having done this job many times, my experience may save some time and frustration.

The direction of rotation for ANY distributor with vacuum advance can be determined just by looking at it. Find the vacuum advance line and run your finger up it, toward the distributor. When you get to the distributor cap, keep going in a straight line in that direction until you are in line with the center coil wire, (right over top of the distributor shaft). Then keep your finger moving as if you are going AROUND the distributor shaft. Your finger has just moved in the same direction that the shaft rotates. Another way of explaining it, is to point your finger along the advance line toward the distributor. Moving your hand up over the distributor, with your finger in the same plane, curl your finger as if you are putting it around the distributor shaft, and you are pointing in the direction of rotation.

When setting the timing as described by moving the distributor to break point, an easier and more accurate method is this: Either use a test light across the points, with ignition on, or a multi meter on resistance setting with ignition off.

Cam Clayton
Fargo Tech Advisor
Kaslo, British Columbia

Great article

Just a few lines of thanks once again for a great BULLETIN. The article for our four-cylinder meet wasn't very long, but with the pictures you made a great article out of it. Just know we all appreciate all the hard work you do for the club.

Sheila Nawrocki
King City, Ontario

Adopt a Mopar

THE WALTER P. CHRYSLER MUSEUM has a neat way to contribute to the Museum: Adopt-A-Car. For \$500 a year, \$450 if you're a member, you can adopt one of the museum's cars and your donation will help the upkeep of the cars in the collection. At the same time, you can get a personalized message that will be displayed with "your" car for a year. After the year is up you get the message card and



A Deere Plymouth

I SPEND MY SUMMERS in Northport, Michigan. In September, they had a tractor run on the Machenow Bridge. Over 800 tractors paraded across. They came to Northport and parked at the bakery where we meet each morning. That morning, I drove my PA roadster. The fellows with the tractors took notice of my PA because my green roadster with yellow wheels sort of has John Deere colors. They had me back up to their trailer so it would appear that I was pulling it. Now it looks as if it's the mighty Plymouth that is pulling the tractors!

Paul E. Winans
Northport, Michigan

the first chance to renew your adoption before it goes open to the general public.

My Dad got me interested in Chrysler, and his favorite car was the Airflow, so I have adopted the 1934 Chrysler Airflow in his memory. Here is the link to the "adoption" form:

http://www.wpchryslermuseum.org/assets/attachments/AdoptAVehicle10_14_09.pdf

(use no hyphens)

This is a nice way to help the museum and honor my dad at the same time.

Michael Owens
Austin, Texas

HERE IS A PHOTO that I took while Cooper, our year-old miniature schnauzer and I were riding around in the old Plymouth on a beautiful fall day here in the Catskills of New York. I liked the pose of both the dog and the car, not to mention my wife, Patty, so I antiqued it. Kinda looks like it could have been taken in the '40s or '50's.

I think that there are some items that a retired man should have: an old Plymouth, a faithful dog and a digital camera. I sure do have many hours of fun with all three, as you can tell.

Bob Drown
Neversink, New York

Dog, car, wife



Regional Report

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Carolina Region

WE HAD OUR AUGUST MEETING at the North Carolina Transportation Museum in Spencer, North Carolina, with 13 members and one guest in attendance. We made our final plans for our annual All Mopar car show at the museum the following weekend. We also made our final plans and handed out tickets for the fall AutoFair the weekend after our car show. After the meeting most of us went to Hendricks BBQ for our evening meal and additional fellowship.

WE HAD THE GREATEST weather for our All Mopar car show on Saturday September 5th. The turnout was good with 55-plus beautiful cars and trucks. Great food was provided by the Eastern Star Club and our favorite music was by



Beside Greg Errett's GTX, is Barnes Daniels' 1964 four-door Fury with a 426. Mr. Daniels, one of the original Ramchargers, is also a member of our club. The December 2009 issue of Mopar Action has his picture in it (also, Hemmings Muscle Machines, November 2009).

the DJ. Best of show was won by Leonard Deal with his 1970 B5 blue Dodge Charger. -- **Dean Yates**

Cascade Pacific Region

FORTY-FIVE MEMBERS were counted at our July meeting, including new member Joan Swartz who drives a '53 Cranbrook.

Much discussion ensued based on reports and announcements of upcoming events. President Gary Rusher welcomed Jimmie Fox who was back following his absence due to illness. He presented Jimmie with a vintage advertisement from Saturday Evening Post for Alamite, the lubricant that "holds up for the critical second 500 miles" (they lubed their cars every 1000 miles in the olden days). The ad features a quote from baseball player Jimmy Foxx, making it appropriate for his near-namesake, our own Jimmie Fox.

Lorraine Griffey reported that she and Philis VanCoelen attended the service for

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David Yager. David was severely handicapped with ALS but was a brilliant man who used his knowledge to teach others. Even though he was unable to move his body, his mind was clearly alert until the end of his life. -- Robin Will

OUR BOARD MET on September 8, 281 days prior to the 2010 National Summer Meet we will be hosting in Portland, Oregon.

They discussed the local Hot Dog-ust Day and the many things that went well at the event, including the phenomenal participation of our own members. We reviewed the cruise-in knowledge we gained from that event and what can be applied to the Plymouths to Portland 2010 national meet.

The remainder of the meeting was spent in planning directly for the meet: goody bags, T-shirts, the awards to be given, staging for participant photos, a possible banquet slide show and activities for the participants.

Our structure is in place. Now is the time for our members to get involved!

-- Don Hufschmid

Colonial Region

OUR REGION CELEBRATED its 35th birthday as we gathered in Sturbridge, Massachusetts, the site of the 1989 National Summer meet we hosted 20 years ago. Driving from Michigan were John and Mary Stove who came to help us celebrate the 20th anniversary of our first national meet.

We toured the Sturbridge village. The weather was *hot* and the mosquitoes were biting but, guess what? There was no rain! Those who were judging in 1989 surely remember the cars being emptied of water and driven under the motel's portico so the judges could accomplish their jobs. What memories we all have!

That night we feasted heartily at Zorba's Restaurant. Saturday morning began with continental breakfast at Ebenezer's Tavern inside the Publick House where we stayed overnight. The day's touring took us to a local farmers' market, and antique hunting, followed by an afternoon jaunt to Breezeland's Orchards.

Saturday night, twenty of us gathered for our delicious New England feast at the Publick House. The food was absolutely fabulous and the portions large. We spent much time looking through the photo albums I had brought, which include photos from each of the four national meets

our region has hosted. The memory books I handed out contain information on individuals and their experiences of joining the club, special happenings, lists of cars owned by members, etc. We knew that these lists would incite a "riot" between two individuals in determining who had the most cars, insisting that foreign cars should not qualify in a Mopar club! The rousing debate session became our entertainment for the evening.

Sunday morning we met at the Hi Flyin' Diner at the Sturbridge airport for an excellent breakfast as we watched the planes fly in and out.

It was a great weekend all around -- hot and none of the rain we had in August 1989.

OUR DESSERT MEETING was held in September and, as usual, the food was great. We enjoyed an absolutely beautiful pre-fall day at the Bock household in Granby, Massachusetts. With a good turnout of old vehicles, due to the nice weather, parked on the lawn, we offered a good view to people as they drove by. Not only did we have a great lunch, but we accomplished planning for the rest of this Plymouth season and tossed out some ideas for the 2010 season. Our 35th anniversary year is soon drawing to a close.

Thanks go to Eleanor and Pam for hosting this event.

-- Betty Kibbe

Dairyland Region

THE VENUE of our August meeting was a lush vineyard at the peak of its growing season, with live music, outdoor wine service and drop dead picnic food at the Botham Vineyards annual Vintage Celebration in Barneveld, Wisconsin. This year's Vintage Celebration Car Show had over 150 rare classic antique touring, sports, race cars and trucks. Vehicles attending this event are of concours quality. You could not ask for better weather during the first four hours of the show; however, storm clouds moved in, threatening rain and the event was cut short..

Twelve members attended, driving a total of five Plymouths.

OLD CARS WEEKLY News & Market Place, ran an article covering the 2009 POC National Summer Meet in their August 8, 2009, issue.

EIGHTEEN DAIRYLAND MEMBERS, six guests and eight old Plymouths showed up for our September meeting. A brief

standup meeting was held in the restaurant parking lot. (If you want to have short meetings, do not provide chairs.)

After the short and sweet business meeting, we caravanned to see the private collection of classic cars owned by Ed and Judy Schoenthaler. The quality of each of the forty cars in the Schoenthaler collection is of Concours d'Elegance quality. Some of which were Auburn, Cord, Duesenberg, Packard, Cadillac, Buick, Stutz, '58 Pontiac Bonneville Fuel Injected Convertible, Dual Ghia (of Chrysler-Ghia heritage), LaSalle Phantom, Roll Royce and even a 1958 Plymouth Belvedere convertible! To top this off, Ed and Judy Schoenthaler acted as docents and explained and demonstrated the history of the cars, how they obtained them, their special design and styling features and even starting some of the engines to demonstrate that they were also drivers, not trailer queens or static museum displays.

After the Schoenthalers were finished showing their cars they showed us their running Lionel Train layout. The ladies especially enjoyed seeing how rooms were decorated with automobilia decorations, particularly the doll and children's toy displays.

Without a doubt visiting the Schoenthaler's auto collection was the event of the year, and will be hard to duplicate in the future.

OUR NOVEMBER CRUISE and tour meeting was hosted by Debbie and Art Krolikowski. Sixteen Dairylanders and five Plymouths were in attendance. I can't say the weatherman bestowed the best weather conditions on our group, which contributed to the reason why many Plymouths did not show up.

The day started early from Reedsburg, Wisconsin, and we cruised picturesque Sauk County to Spring Green, Wisconsin, where we had breakfast and conducted the region's monthly meeting.

Upon conclusion of the meeting we cruised another ten miles to the House on the Rock. The House on the Rock was built on a pinnacle of rock overlooking a beautiful rolling countryside, by a guy who thought people might like being in a high place. The house does not have any architectural style; it has so many rooms and corridors it takes a map to keep from getting lost. As one of our group stated: "If you like old nostalgic artifacts and paraphernalia (clothes, dishes, silverware, crown jewelry, toys, the world's largest music carousel, automated musical instru-

ments, machinery (medieval military catapults, WW I artillery, moonshine stills, horse carriages, etc, etc, etc), you name it and you will find it in the House on the Rock.” It took me the better part of three hours to find my way out, and I did not spend much time at any one exhibit.

WE HAVE TWO NEW MEMBERS: Wayne and Donna Hollous from Lemont, Illinois. The Hollouses do not have a Plymouth, but want to buy a ‘36 coupe.

Congratulations to Wayne and Margie Farrey who celebrated their 50th wedding anniversary. Kudos to Ken Bartz on the publishing of his article “Setting the Timing on Your Flathead Engine” in PLYMOUTH BULLETIN 297. This article is a reprint from the January, 2008, *Dairyland Digest* newsletter. -- *Dick Sihol*

Delaware Valley Region

OUR SEPTEMBER MEETING took place on the 20th with 13 members and two guests present. Discussion included our show at the former Jarrett Dodge dealership, which has been dropped by Chrysler, and is now selling used cars. Other discussion centered on election of officers and our annual Christmas party for which Larry Nuesch has again offered his home.

During Tech Talk, Frank Mollo spoke of problems he’s had with his carburetor needle valve and valve seat. He thinks that the new gas affects the rubber tip on the needle valve, causing it to swell and block gas flow. It also affects the valve seat.

He also spoke about using Sta-Bil in your gas tank before putting your car away for the winter. It will keep your carburetor from getting gummed up. The car should be run after adding it to the gas in the tank, thus assuring that the Sta-Bil has gone throughout the entire fuel system.

Bill Troia talked about a product that will keep your car running cooler. It’s called Evans NTGR coolant/antifreeze.

-- *Hank Mollo*

I’VE JUST RETURNED from my eighth year of attending Hershey. The first thing I notice is that it has shrunk considerably in size. I miss the enormous area of those first years that completely wore me out. Having said that, I think it is surprising that there are still parts that can be found for my ‘41 Plymouth after almost 70 years in existence. To be honest, I really do not need anything more, because my car is completely restored, but it is the adventure of the hunt that excites me.

I attend with a friend of mine who has two ‘41 Plymouths and also operates a small business of trading parts for ‘39-41 and P15 Plymouths. I get as much a charge out of it when he finds a part as I do when I find something for myself.

I picked up a beautiful NOS hood ornament for my car. My friend found two absolutely gorgeous NOS fenders for a ‘40 Plymouth and there was the usual assortment of small items that were just “neat” to have but not absolutely necessary.

I suppose that once I leave this world, my children will get the idea to rent a booth at Hershey in order to sell everything I could not resist purchasing during my lifetime. That will cause a new generation of buyers to wonder at where so many neat parts came from.

Going to Hershey every year is a wonderful way to keep up on what is going on in the antique and classic car world. I love seeing all the cars that are there. I enjoy the fun of spotting something for my car. I like haggling over price of an item. I like getting out in the late autumn weather (if it doesn’t rain like crazy) and I like being exhausted at the end of the day.

I sincerely hope that things will pick-up a bit more and that Hershey will continue to be an annual event, but nothing stays the same in life. I think the Internet has revolutionized the buying and selling of used car parts.

As long as it exists and as long as I stay healthy, I will continue to attend the Hershey show. -- *Bill Tropa*

Detroit Region

WE HAD A GREAT TIME in Port Huron on August 1. Dennis and Vicki Oleksiak planned the museum tours, which were outstanding. Fifteen members and family attended the event.

Our first stop was the retired USS Coast Guard cutter *Bramble*. We were given a tour of the entire ship. The *Bramble* was commissioned in 1944 at a cost of \$925,000. Transferred to Port Huron, it was used to maintain 188 buoys and three fog signals. It was decommissioned in 2003 and became a floating museum.

After lunch at the Coffee Harbor Vantage Point Restaurant located where the St. Clair River flows into Lake Huron, we traveled to the Thomas Edison Depot Museum. Opened on February 11, 2002, it is housed within the historic Fort Gratiot

Depot, built in 1858 by the Grand Trunk Railway, and is the depot where Thomas Edison worked. Exhibits trace Edison’s life from childhood to his adult life as a scientist and inventor.

While at the museum, we were entertained by an antique tractor parade that went through the heart of downtown Port Huron. We then traveled on to the Port Huron Museum where we viewed many historical displays and hundreds of pictures which told of the history of Port Huron and the culture of its diverse population. Included was a nice display and video on the history of the Port Huron-to-Mackinaw Sail Boat Race.

Before leaving for home, the majority of us caravanned to a local restaurant for dinner.

OUR OLD CAR FESTIVAL outing took place on September 12th at Greenfield Village in Dearborn. Among the many beautiful cars and trucks on the grounds were those of several Detroit Region members: Don and Connie Wood’s 1931 PA roadster, Don and Sally Van Atta’s 1912 Maxwell, and Stan and Beverly Paurazas’ two cars, a 1920 Milburn Electric and 1921 Oakland sedan. We spent the afternoon watching the cars drive around the Greenfield Village grounds. In fact, the owners are encouraged to drive their cars around as much as possible. This way, more people could see the cars actually being driven rather than parked in one place. If you like the brass age vehicles, this is the show to mark on your next year’s calendar. -- *Joe Lewis*

OUR AUGUST REGIONAL MEETING was called to order at Little Daddy’s by president Russ Nardi with 15 members present. There was general discussion of remaining summer and fall activities among other items of business. During Tech Time, Dennis Oleksiak reported that the stumbling problem that plagued Vickie’s Satellite turned out to be a sticking accelerator pump which was too large for the pump cylinder.

OUR SEPTEMBER MEETING was held in Detroit at Tom Deptulski’s Restoration Shop with 13 members and one guest present. Dennis Oleksiak reported that we have a new member: Mike Haskins of Grass Lake, Michigan, owner of a 1940 Plymouth pickup. Again, we discussed many interesting possibilities for club tours and events. -- *Paul Curtis*

Golden State Region

MIKE SENZAMICI AND ROBIN SAGER,

hosts for our annual meeting, made the trip from Santa Barbara to Pismo Beach several times to check out the area and finalize preparations. Pismo Beach is a great area to spend a weekend, and Mike and Robin did themselves proud by setting up a Treasure Hunt Road Rally, keeping it simple for us who are challenged. On Friday, we spent the evening enjoying a rendition of *Rip Van Winkle at the Great American Melodrama & Vaudeville* in Oceano. While the play was purported to be the center of attraction, our Plymouths really stole the show. The Treasure Hunt began in Avilla Beach at the pier and wound its way for approximately 12 miles around Pismo Beach and Oceano. The final stop was at the Rock & Roll Diner in Oceano, which consists of two railroad dining cars. There we held our meeting and awarded Treasure Hunt prizes, 9th through 1st. Members in attendance totaled 24.

Following the treasurer's report, it was announced that we are accepting applications from teachers and organizations for a \$250 scholarship we will award to a high school graduate who plans to continue education in the automotive field. The Golden State Region is also sponsoring a family from the Orangewood Children's Home for Christmas.

Another item on the agenda was whether we, as a region, should consider applying for another National Meet. Tod Fitch asked if there are members who wished to caravan to the Cascade Region National Meet in June 2010. Four members expressed interest.

AS EXPECTED, the weather hovered around the 100 degree mark most of the day of our annual picnic, but that didn't deter us from an enjoyable time with fellow members and family. As in the past, we met at Prado Regional Park in Chino where family members could enjoy fishing, bicycling, paddle boating, a water/splash park and a playground. Bob and Darlene Davis were given a short respite since they hosted the annual picnic the previous 5 years; I agreed to be the host for 2009. In attendance were eleven members plus the DeSimone grandchildren. Our monthly meeting was held. Nick DeSimone informed members present of his intention to make a run for the national president position being vacated by Bob Kerico at year end.

Richard Butler, our regional newslet-

ter editor, who has done an outstanding job these past months, is returning to school, so we are looking for someone to take over that position.

SWAP MEETS/CAR SHOWS: I enjoy walking through swap meets just to see what is available and also as a test for me to see how many different items I can recognize and possibly know what car they fit. I regularly go to the Pomona, California, swap meet since it is the largest one close to my home. I think the first of the larger swap meets I attended in search for miscellaneous parts for my Plymouth was at the Memorial Stadium in Long Beach. I have also made trips to Lowe's Motor Speedway in Concord for both their spring and fall swap meets. Many classic cars are placed on the race track and on a small section of the infield. The rest of the infield and surrounding areas are filled with vendors selling whatever you need to finish your restoration project. There are two large areas outside the speedway literally filled with more vendors. I was unable to check them all within the day and a half I allocated for that purpose. I was amazed at how orderly the vendors maintained their parts and most were marked for easy identification. It made it easier to locate what you needed and eliminated a certain amount of guessing/doubt as to what it was. Of course each of the swap meets usually has cars on display or for sale or as part of an organized car show. That is icing on the cake. At the various swap meets and car shows, I have met and talked with some very interesting individuals who are willing to share their knowledge and stories at the drop of a hat. You couldn't ask for more.

Well, ever since I joined the Golden State Region Plymouth Owners Club, I promised myself that one day I was going to the Hershey swap meet. That day happened and I made it to the 2009 swap meet and car show hosted by the Antique Automobile Club of America. It was everything I expected and more. I roamed the swap meet for five hours on Thursday and five more hours on Friday and probably only saw approximately 2/3 of the vendors. There were well over 500 cars on display for our pleasure or for sale. I met up with one of our Golden State Region member, Bob Semichy, who is a regular at Hershey. Through him I was introduced to several National members from the Detroit Region: Paul Curtis, Walt and Naomi Boelstler, Dennis and Vickie Oleksiak, Joe Lewis, Ron Kline, Marv Raguse along

with a few others whose names escape me. On Friday night, while Bob and Paul attended their "Secret Society" meeting, the rest of us went to Tuscani Italian Restaurant for a very enjoyable dinner and pleasant conversation. On Saturday, the 2009 AACA Car Show was in full swing over in the grassy area across the road. There were cars everywhere being checked over by a whole "slew of selected judges" to determine who would win or place within their respective categories. I have never seen as many cars as were lined up, row after row. I spent approximately four hours walking back and forth within each row so I could see them all. I heard someone say there were probably over 1000 cars lined up. While checking out the cars, especially Plymouths, I saw a 1947 P15C Special Deluxe two-door that caught my eye, since it really looked outstanding. It turned out to be owned by Dick Silhol from the Dairyland Region, who is also running for national president. After introducing myself, Dick and I shared some of our views for the future of the national club. Joining us in our conversation was Dan Kilpatrick from the "New York" region. It was a very good conversation and turns out we all share of lot of the same philosophy even though we are from regions so far apart.

My trip to Hershey was all I expected it to be and more. I plan on a return trip next year and as often as I can in the subsequent years. I will put Carlisle on my agenda for the near future. Since I have cut back my work schedule, I now have time to attend future national meets starting off with the one scheduled in Oregon in June of 2010. -- Nick DeSimone

Heart of America Region

OUR REGION IS MUCH SADDENED by the death of Mike Elwood, Sr., son of Jerry and Doris. Our sympathies go to the Elwood family. Also, we extend condolences to the Mike Schaefer family upon the death of Mike's dad.

Other unpleasant news was of Bob Yates suffering a stroke and of Don Wood falling in the bathtub and breaking a rib. Both are doing well.

AUGUST'S MEETING was well attended. Plans were discussed for a number of outings. Mike Buettner showed us the fancy guitar he built himself. He promises: "Maybe a tune, later." George Zammar's tip was on how he mounted his bench grinder to rollers to make a rolling floor grinder.

WHAT A FUN DAY Leroy and Virginia Penrod had planned for us on August 29 when we headed for Leavenworth, Kansas, and the C. W. Parker Carousel Museum. Seventeen members and guests made the trip, most in vintage cars. We first viewed a film of the life of C. W. Parker, his dreams and how he set out to accomplish them in building carousels and other carnival equipment all across the country. Then came the fun part as we climbed onto the giant carousel and rode the swirling horses. For most of us, it had been many a year since we'd last done this, but we all rode tall in the saddle!

After viewing more of the museum, including English horses and a French pig in the process of restructure and, also, a miniature train and railroad, we journeyed to the nearby Pullman Place Restaurant for lunch. Here we were joined by Bob and Dolores Gergick of Leavenworth, who are national POC members. We enjoyed a very hearty meal with huge portions. For those of us with no inhibitions the slices of pie were outstanding! It was altogether a great day.

OVER LABOR DAY WEEKEND, six couples in four vintage and two modern cars made the trip to Kearney, Nebraska, hosted by Merrill and Bobbi Berkheimer. We visited the very impressive Great Platte River Road Archway Monument, the 1500-ton structure that spans Interstate 80. Wearing earphones as we walked along, we experienced the wagon trips west, panning for gold, Mormons in camp, thunderstorms on the prairie and thundering herds of buffalo heading toward us. The sights and sounds were very exciting. Afterwards, we enjoyed a chuckwagon buffet at the monument.

The next day was spent at the Berkheimers' country home where we were joined by members of the Rocky Mountain and Prairie Regions. Their vast acreage and large shady backyard easily accommodated some 70 people. Besides viewing Merrill's outstanding array of vehicles, we were treated to a delicious buffet lunch by the Berkheimers' children and grandchildren. Then we sat back in our chairs to be entertained. First, Carolyn Reddish showed a number from her beautiful antique handbag collection. That was followed by a trio of guitar players with old familiar songs in its repertoire as well as some hilarious originals. A gentleman told of his experience in acquiring an antique popcorn machine. Lastly, "Patsy Cline" entertained us with songs

Patsy had made famous which evoked much toe tapping and motivated several couples to dance. It was quite an undertaking for Merrill and Bobbi. We really appreciate their efforts.

Our trip home was uneventful with no car trouble except the broken gas pedal on Russ Jenkin's '46 Plymouth, which he fixed temporarily.

SEPTEMBER'S MEETING was well-attended with 29 present, including five new members: Ed and Cora Cross, '49 Plymouth sedan; Gary and Mary Emily Kitterman, '49 P18; and Alan Monshausen and Sharon Haselhorst who are looking for a '50 P20 four-door sedan.

We discussed plans for our trip to King City, Missouri, the next weekend and to the Federal Reserve Bank downtown. Jim Holloway showed videos of our Nebraska trip. The Holloways were chosen to decorate the tables for our Christmas party.

President Mike Shaefer asked for volunteers to serve on a nominating committee. The election of club officers will be determined at a later date.

-- Winona Krenzer

Hoosier Region

IN AUGUST a gathering was held at Cool Creek Park in Carmel, Indiana, attended by 16 members plus Bob and Wanda Van Buskirk's handsome grandson, Seth. Our entry to the park was quick and easy with our goodie bags and T-shirts in tow. Lawn chairs, tables, and coolers were quickly removed from trunks and a good gathering place was found under the trees. After inspecting all the cars, the park, and doing some serious socializing, a picnic lunch was set out for our enjoyment. Scott Oller, "the master griller," was in charge of the hot dogs and, along with a couple of able assistants, got us all fed.

As we all sat with our tummies full, someone felt a rain drop. Quickly dishes, tables, grills and chairs disappeared into trunks as the rain drops became more frequent. After it rained on us for 10 to 15 minutes, people got out, wiped off their cars, and continued to mosey around. After a while, more rain drops, back into the cars. This time did it and we all headed for home. Mother Nature had won out. It was a fun day and we hope everyone enjoyed themselves. It's always fun to get together -- there is just something about old cars, good food, and good friends. -- *Berniece Snider*

OUR SEPTEMBER MEETING was held at O'Bryan's Nine Irish Brothers Pub in Lafayette, Indiana. We again had a small but lively group consisting of seven members and two grandsons, the Van Buskirk's Seth and Jan Peel's grandson Damon Reynolds.

The meeting was brought to order by president Kevin Reeves. He brought a book that has a history of Plymouths which was free to the club. Kevin said he would be going to the Newport Hill Climb. Other upcoming events and car shows were also discussed. The meeting adjourned, we toured to Battleground, Indiana, to visit Prophetstown State Park. This is a very interesting place to visit, with lots of old buildings to examine, including a blacksmith shop and a barns. Beautiful horses were pulling the farm equipment as well as a surrey that took people around the huge property. We were able to talk with a lot of the folk who were working there and took away with us many interesting stories.

We then visited the bridge over the Wabash River. Actually, there are three bridges. The one we were on is for pedestrians only and has a tricky trail up and down to get to and from it. The middle bridge is the highway for cars. The third bridge is a railroad bridge for Amtrak that still goes to Chicago from Indianapolis.

Next, we departed for an ice cream shop to cool us off and to discuss the good time that we had. Our thanks to Kevin and Kristin for another very satisfying meeting and tour.

OUR OCTOBER MEETING/AUCTION was held at GT South Rib House. We had a very lively group consisting of 13 members and four guests.

Once we had enjoyed the ample food that had been ordered, the meeting was then brought to order. Kevin Reeves introduced Larry and Sherry Mc Williams whom he had met at the Newport Hill Climb and had invited to our meeting to "look us over." After upcoming events were discussed, we held an election of 2010 officers. Kevin Reeves will remain as president, Bob Van Buskirk will be vice-president and Jan Peel will continue as secretary/treasurer and editor.

Kevin then turned the meeting over to Jan Peel who gave the treasurer's report and announced that we have Steve and Tammy Middleton as new members.

The meeting was then adjourned and then the fun began with the auction. There was a big variety of items and the

bidding got a little hot and heavy at times. We realized a total of \$140.01 from the auction.

My sincere thanks to Peggy Jones and Berniece Snider for their help. That's what this club is all about: helping each other and working as good teams.

-- Jan Peel

Lincoln Land Region

BACK IN MID-MAY when it was still windy and cold by the river, ten hardy Plymouth members headed off to Nauvoo, Illinois, for an overnight excursion to take in the famous Mormon destination on the Mississippi.

After watching a short movie of the town's founding, we proceeded to take leisurely horse-drawn journeys to Inspiration Point and around Historic Nauvoo. Nauvoo is a beautiful place, very peaceful and serene with a view of the historic Mormon temple overlooking the river from high on an uptown promontory. We visited selected historical sites, visiting with the Mormons who work there and come to Nauvoo to do missionary work. We next went to a foundry where each of us was given a Nauvoo brick.

After a great buffet meal at Hotel Nauvoo, we saw a musical revue performed at the Hart House by the same folks who greeted us at the historical sites earlier in the day. Those who stayed the night went to Nauvoo State Park, the next morning, to view the falls before departing for home.

EARLY IN JUNE, we took a jog over to Terre Haute, Indiana, to view the not-to-be-missed Frank Kleptz automobile museum. The 88-year-old Mr. Kleptz greeted us warmly. Since 1962, he has collected and restored more than 60 classic cars, amassing one of America's finest private collections. Having entered and raced five different cars -- including a '31 Chrysler -- in the Great American Race, he is a charter member of the Great Race Gallery of Legends. His motto: "Cars weren't made to look at. They were made to go!"

Frank, who opens his wonderful lifetime collection to selected audiences, spent about three hours regaling us about each item in the collection. He has several rooms full of extensively restored cars, real and pedal, plus bikes, motorbikes and historical memorabilia of great significance since it covers many historical periods of automotive history. Then, there is a body and engine show to drool over.

Some of the vehicles we saw were a Duesenberg, a Pierce Arrow, a '63 Chrysler turbine car, a '32 Plymouth convertible in yellow and red collegiate colors and a '36 Chrysler Airflow limo that was once owned by Major Bowels. There is even a 1940 plastic-bodied, see-through Pontiac that was displayed at the 1939 World's Fair.

Later in June, thirteen of us drove to Wisconsin to attend the National Summer Meet.

-- Bob Kerico

IN AUGUST we met at the Lewis & Clark Museum located near Hartford, Illinois. It was a hot day for driving our vintage Plymouths so several members came in late models. The Lewis & Clark Ship replica was cut in half from end to end to illustrate how all of the provisions were stored. That was very impressive. There is no wasted space. We also toured the replica of the small fort where the men stayed until departure. A log cabin is also on site and furnished with period furniture. The tour guides were all dressed in vintage clothing. After the tour we went to the Conoco Phillips Park east of Roxana, Illinois. Because of the extreme heat, our outdoor activities were cancelled and we went inside the air-conditioned pavilion. Al Fritzsche grilled pork steaks and the ladies brought covered dishes.

We had four guests from an antique truck club and Loyd Groshong, a guest from the "Show Me" Region. Loyd had a spotlight and Jim Vanhorn had spotlight brackets for Bill Brown's '48 convertible. Arnold Sommerfeldt gave an update on the progress of his '41 sedan. It's coming along slow but sure and it looks like it will be on the road again by the spring of 2010. We had a short business meeting, said our good-byes then headed for home.

OUR SEPTEMBER MEETING was held at the Powhattan Restaurant in Pocahontas, Illinois. Six vintage Plymouths showed up with 14 in attendance.

After a good meal, we had Show & Tell. Terry Lash had his lap top computer and demonstrated how to list parts on eBay. It was very interesting. Jim Vanhorn had a lifetime filter from the gas tank of his '47 convertible. This filter had caused lots of trouble but, after all, it is 62 years old. The tank was repaired and the car runs great now without a filter. Jim also showed how to remove the '47 Plymouth light switch nut by using a four-tang table fork. Just grind off the left and right tangs, cut the center tangs to 1/4-inch in length and bend 90 degrees. File the

tangs to fit slots in the nuts and around the switch shaft. It works great.

We said our good-byes and headed home.

-- Jim Vanhorn

Lone Star Region

OUR AUGUST MEETING, well attended in spite of the triple-digit heat, was held at the old City Garage in Salado, Texas. Twenty POC members were joined at the Garage by 12 members of the Wildflower Region Antique Automobile Club. The Garage is owned by AACA member Don Ellis who uses the building to restore and house his collection of old cars. The local AACA chapter also has its meetings there.



Before lunch and the business meeting, everyone enjoyed visiting, admiring Don Ellis' car collection and the interesting collection of antiques in the garage. We also had time to admire the cars brought by other members.

-- Van Massier

Long Island Region

SEPTEMBER WAS A GREAT MONTH to be out and about with a vintage Mopar between us and the pavement, and we had a plethora of shows this month. Labor Day weekend was the Blast From The Past Show at West Islip. A number of members attended and a good time was had by all. Unfortunately Ron Fairclough developed a brake problem on the way home. Five members convoyed to the Barn Boys' Show at Yaphank and were joined at the show by four others. Member Marty Himes displayed a number of cars from his Museum of Racing Nostalgia. Our guys set up an awning and spent a very pleasant morning and early afternoon.

Congratulations to Warren Chang, who won a third place trophy with his '66 Valiant at a recent Flowerfield show. Warren had recently obtained a parts car and has been able to salvage a good number of hard-to-find parts.

OUR OCTOBER MEETING was postponed to

the fourteenth of the month because of the annual pilgrimage to the AACA show at Hershey that a number of us make. Six of us managed to cover all fields of the flea market, scoring a number of deals on parts and other goodies. We also managed to sell a number of hubcaps from among the various parts we had displayed for sale.

The crew stayed on site in Pete's camper with all of the comforts of home. Dinners included barbequed steak, Dave's infamous 17-bean vegetable soup, baked ziti prepared by Suzy Walker and burgers and dogs. Entertainment included screenings of the 1954 classic, *THEM*, *The Three Stooges* and *The Hollywood Knights*.

The month got off as seven of us attended the annual Cruise To The Light House Car Show. Over four hundred cars of all descriptions were on display. Our club members did very well in the judging, as we collectively went home with two each of first, second and third place trophies. -- *Pete Marks*

OUR OCTOBER MEETING was called to order with 11 members present. The balance in our treasury was equal to the number of 1961 DeSoto station wagons manufactured in the USA. In his report, President Marks discussed the success of the club at the Light House show, and described our adventures at Hershey. Pete also invited all members to his home on the afternoon of October 25 for an end of the season barbeque. -- *Dave Wegenaar*

Mid-Iowa Region

WE WELCOME NEW MEMBER Andy Worthington. A college student from California who is attending school in Ames, Andy has a '40 two-door sedan, a very nice car.

Four of us attended the Good Guys show on Fourth of July weekend, which boasted some 3,500 cars in attendance. John DeMoss supplied an awning for us with his '65 Fury as a backdrop. It was certainly easy on the eyes and several people stopped to look it over.

In August we attended Mousehole Days in Melbourne, Iowa, the hometown of four of our members. In the afternoon, following the parade and car show, we checked in at Cliff and Connie Tribby's large garage for a cookout.

The next stop was at the Iowa State Fair to participate by invitation in the antique car display at the Heritage Village on the grounds. Members displayed four

Plymouths and a Dodge. The weather was nice as we enjoyed our free passes to the great Iowa State Fair.

In September, three of us attended the annual Greenfield Swap Meet. The weather was beautiful for this fairly large event, and we enjoyed being outside and looking over the swap meet items. I rode with Cal Wiseman who left his '61 Valiant at home to drive his '41 Continental. It was a fun trip in the big V12 Lincoln.

Long-time region member Ron Livingston has moved to the Mitchellville Care Center in Mitchellville, Iowa. He would like visitors or phone calls: (515) 967-3726. John DeMoss is recovering at home from a serious infection in his left hand, Jim Dooley is recovering from recent knee surgery and Dave Wermager from a broken collarbone. -- *Ed Lynam*

Rocky Mountain Region

STAN AND SANDRA HICKS hosted our July meeting at the Western Sizzler Steak House in Greeley, Colorado. Following lunch, we had a short meeting before taking a tour of Centennial Village.

The village is set on eight acres with 45 structures showing High Plains history from 1860 to the 1930s. Things to see include Southern Cheyenne tipis, Victorian homes, a one-room school house, a blacksmith shop, a print shop, the Union Pacific depot and much, much more. We had an excellent guide as Sandy filled in black spaces with the research she has done on the area.

Les Leather had hernia surgery the day before. He was present but pale.

Our August meeting was at the Mopar Car Show at Gunther Toody's in Arvada, Colorado. Members had three Plymouths, two Chryslers and two Dodges on display. Four of the vehicles won trophies. John Tuthill's '48 Chrysler was awarded the Gunther Toody's Award (selected by the restaurant's servers). John also has a 1927 Dodge at the show. A spectator asked if he had bought the car brand new. We thought John looks so young!

Sixteen members then went to the home of Chuck and Betty Putnam for a barbeque. We were thankful for air conditioning. It was nice to be out of that hot day's sun. A short meeting was held. -- *Betty Putnam*

Tall Pines Region

AUGUST'S MEETING was a scenic tour through northwestern Wisconsin, billed as

a "Rustic Road Leisure Tour" by planner, Carl Wegner. Thirteen members took part, driving seven vintage Mopars, including Carl and Jillaine Wegner's newly acquired and very sharp '55 Belvedere sport coupe. We gathered for coffee and pastries at Rich & Carol Tetzlaff's house near Scandia, Minnesota, on Saturday morning.

We passed through some beautiful, packed dirt "Rustic Roads." They were not bad at all and some were so narrow that the trees alongside the road formed a beautiful, quiet green canopy over the road. It was almost like driving in a lush, green tunnel!

After lunch, we saw the collection of Todd Eder in downtown Almena. He had several beautifully restored Mopar muscle cars including a '69 Charger R/T, a '69 Fury III convertible, a '70 Coronet 500, and an unrestored '74 Duster, claimed by his 10-year-old son! Following that tour, we got back in the cars and headed for Schribner's Rest Home for Retired Engines. This was somewhat surreal, as the place consists of a mowed country lot of a couple of acres and a locked steel pole barn. There is no attendant or admission fee, just a hundred or so retired tractors, trucks and a few cars, parked in arching semi-circles. It was a little like Stonehenge (or Carhenge in Nebraska), except the vehicles weren't tipped up and buried. Instead, they were on blocks, parked silently in this old machinery oasis in the middle of crop land. Antique tractors included the usual makes plus a Co-op with a Chrysler flathead 6 cylinder industrial engine! Antique cars were less plentiful, but there was a '53 Chrysler New Yorker, a couple of Studebakers, a "bathtub" Nash, and a quite rare car, a '38 or so Nash Lafayette that everyone thought was very interesting and unusual.

Sunday dawned with light rain, but not enough to hamper our tour. After breakfast, we had a couple extra cups of coffee and visited for a while. Then the women went shopping downtown and most of the men went to the Freshwater Fishing Museum to catch up on what we missed a few years ago when we stopped there briefly.

About noon, we toured down to Juneau's cabin. After looking over our hosts' cars and buying a few parts, Jeff got the grill going and we were treated to hamburgers and bratwurst, done to perfection and complimented with the fruits, salads, chips and side dishes contributed by everyone else. Everything was delicious! It was getting to be mid-afternoon by the

time we were done, and those who had the furthest to travel were naturally ready to head for home. After our thanks and good-byes, our group headed their separate ways home.

Normally, I report that all the old Plymouths run flawlessly, but this time we had a little trouble. Jack Schultz's '52 was hard starting at times, possibly because of a weak fuel pump or fuel line vapor lock. Knowing Jack, I'm sure it's all fixed again already. Also, Ed Juneau's car was losing power on the way home. He got almost down to the Twin Cities (and home) with it, but limped it into club member Howard Cassidy's garage, when it seemed like it wouldn't go all the way. The next-day postmortem showed that the ignition points were open way too far and that the locking screw that holds them in the correct position was stripped. A substitute spare distributor got him going again. All's well that ends well, I guess.

PERSONALS: Rich Tetzlaff had arthroscopic surgery on his spine lately to remove some bone spurs that are pressing on nerves and causing him a lot of discomfort. On September 12th, Rich and Carol were involved in a fairly serious traffic accident while traveling home in their recently restored '56 Ford pickup. A young driver tried to make a left turn in front of them. Rich was banged up, but okay. Carol broke her leg in three places, and her arm in two places, and was in the hospital for about a week.

Many of you have met the young lady that Ed Juneau has been bringing to our meetings for some time now. Her name is Carmon Klungseth. Well, on Friday, August 14th, Ed popped the question. No, not whether she would help him overhaul a Plymouth engine, not that question. He asked her to marry him! I guess she said yes, because they were both sporting wide smiles and she had some nice "bling" on her left hand when they were on our August tour. We all want to wish this nice young couple the best.

OUR SEPTEMBER MEETING was held on a warm late summer day at the home of Howard and Cookie Cassidy in Columbus, Minnesota. On display were some of Howard and Cookie's car collection including: 1946 Crosley and five Plymouths: 1941 pickup, 1955 convertible, 1950 four-door, 1950 two-door, and 1939 coupe. These cars were joined by six vintage Plymouths driven to the meet, including that of guest and potential new member, Gene Dornseif, who came in a

very nice '49 Plymouth fastback two-door. After everyone had gathered, we had a good time looking over the old picture albums and talking about the cars.

After some time, Howard showed us his latest acquisition, a 1936 Terraplane four-door. This is a Chrysler heritage car because of the following lineage: Terraplane was built by Hudson. In 1954, Hudson and Nash-Kelvinator merged to form American Motors. In 1987, Chrysler acquired AMC. Thus, by my reckoning, a Terraplane is a second-cousin to a Plymouth!

After a while, we had a short business meeting, called to order by Vice-president Jack Schultz.

OUR ANNUAL FALL FOLIAGE TOUR was held September 25-27th in the Duluth/North Shore area of Minnesota, with Roger McLean and Marian Sundal as our hosts and guides. Six vintage Mopars, led by a '75 Cordoba, took 16 on the tour.

Once gathered at Hinckley Minnesota, we traveled on two-lane highways to Duluth. After lunch, we stopped at Leland's (now defunct) Auto Museum, where the owner showed us a variety of cars left over from his museum. The ones that were of most interest to us were: 1904 Olds curved-dash replica, 1930 Chrysler, 1926 Buick, 1941 Studebaker Champion, 1927 Dodge, and a 1932 Plymouth PB coupe.

Next, we went to the very interesting Duluth Depot, where we toured the restored locomotives, plows, passenger and mail cars. As part of our admission package, we were able to board the evening train for a tour that included a pizza dinner.

On Saturday morning, we first toured to an acquaintance of Roger McLean's, Bob Gray, who has several antique and collectible cars. The cars that impressed us most were a 1922 Dodge touring car, a 1947 Lincoln sedan with V12 engine, 1938 Chev sedan, two late-'60s Chev muscle cars and a customized PT Cruiser.



***The newly engaged couple,** Carmen and Ed happily announced their marriage plans to fellow Tall Pines members while on the region's annual Fall Foliage Tour. Just as happy is Ed's dad, Jeff, who is doing the grilling duties at the family cabin.*

His pride and joy is three working Lionel model railroad layouts, one so large it filled a two-car garage!

After thanking our host, we headed to Roger McLean's house to view his partially completed 1957 Imperial. This will be a very sharp car when finished! Soon it will be upholstered, and then this winter, will be painted high-gloss black. Even unfinished, it is an impressive car!

We then headed north via the scenic old road, stopping at Brighton Beach for a photo opportunity, then on to Two Harbors, where we had lunch. After lunch, we drove further north to Gooseberry Falls, where we walked to the falls, took some pictures and admired the scenery.

After Gooseberry Falls, we headed north again to Silver Bay, where we turned inland to take an about 50 mile tour through the scenic forest of beautiful red and yellow leaves, taking a circular route that returned us to Two Harbors. There, we headed south again to our dinner date at a restaurant called the Dry Dock on the south end of Duluth.

Sunday morning was cloudy and windy, but by mid-morning the sun came out and it was very pleasant. By that time, we had toured part of Skyline Drive, overlooking Duluth, then stopped at Enger Tower for an even better view. Heading for home, we drove through part of Jay Cooke State Park with its beautiful views of colorful trees and the St. Louis River.

We had a great time and the weekend flew by!

*-- Happy Plymouthing,
Rog and Jean Ramberg*



Why Plymouths to Portland?

The Pacific Northwest has too many opportunities, between the Beautiful Scenery and Landscapes of our rivers and streams to the many Historical and Cultural opportunities to share it is hard to know where to start. As the Organizing Committee have been going over all the options for tours and activities, it is really too bad that we only have a few days to share it all with those of you who will come to the 2010 POC meet.

At this point in the planning we would like to give you our Tentative Plans for Tours and Events and in next issue of the POC Bulletin we will have finalized the specifics for you to choose from.

The activities begin on Wednesday, June 16, 2010. Registration begins and so do the many activities we have planned. There will be organized bus tours, caravan driving tours and optional pre-mapped on-your-own driving tours to many of the Portland and Southwest Washington areas prominent scenic and historical sites.

Host Hotel: Monarch Hotel and Convention Center, 12566 SE 93rd Avenue - Clackamas, Oregon 97015. www.monarchhotel.cc

Reservations: can be made by phone (800) 492-8700. Room rate is \$119.00 per night Double occupancy.

Registration: We urge early registration as some tours and events are limited, registration will be \$40.00 for early registration. **Official Registration form will appear in the July-August POC Bulletin:** Select from the tours and events listed and check as appropriate on the registration form.

Wednesday:

Registration and Check-in starting 10:00am in the Hospitality Room. - details to be announced in later publications and the Cascade Pacific Plymouth Web site -

www.cascadepacificplymouth.org

Wednesday AFTERNOON:

Guided Tours with your Plymouth.

Wednesday LUNCH:

Most likely you will be on one of our Guided Tours and be eating at a quaint cafe or restaurant in the local area or eating on your own. Lists of recommended nearby food establishments will be available for you.

Wednesday PM: POC Official Welcome at the Cascade Pacific Region Dinner. Meet fellow attendees of the 2010 Plymouths to Portland Meet. Welcome from National POC officers and the CPPC organizing Committee.

We are working on a Hamburger or Chicken Dinner and Dessert; Courtesy of a Sponsor of 2010 POC Meet.

Entertainment: Enjoy Historic Plymouth Video and Social Time, plan your strategy for Tours and Activities for the rest of the week.

Thursday Tours: Several Charter Bus Tours are scheduled as well as many Driving Tours guided by members of the Cascade Pacific Region.

Prices are still being negotiated for the Charter Bus Tours. Update information will be in the next POC Bulletin and the CPPC web site (first of September).

Thursday PM:

Dinner on your own with about 40 local restaurants to dine at within walking distance or a short drive.

Technical Seminar and Informational Meet Updates - Social - Dessert.

Friday Tours: Again Charter Bus Tours are scheduled as well as many Driving Tours guided by members of the Cascade Pacific Region or self guided activities.

Friday PM Social Time:

Dinner on your own and rest up for the Big Day. General Meeting/Social Time in the Hospitality Room. Judges Tech Session: get ready for the next day.

Saturday AM: Show Day at the Monarch Hotel

6:00am Line-up for washing cars - CPPC Members will be available to help with your needs.

Official Photography: of cars for the Plymouth Owners Club Bulletin - Official POC Photographer, location to be published in the Official POC Program.

Judging Begins: 7:30 am until completed.

Line-up or place cars for Judging in designated area, details the week of the show.

Non-Plymouth Car Show - Member cars who do not qualify for POC Judging as well as Plymouths from the Region will be on display. Take time to see these cars, they will be located near to where the Official POC Car Judging will take place.

Lunch on your own - fast food, delicatessen, restaurants, short walk from Monarch or Clackamas Town Center area.

Women's Tour and Tea: This is for the ladies, while the men check out each others cars. Details will be forthcoming. Transportation will be arranged.

Saturday PM: - Awards Banquet - This will be a catered dinner in the Monarch Hotel Banquet Hall. There are three menu choices - priced accordingly - select one from the list on the registration form.

Entertainment by local actors and or musicians (less long boring speeches) possible Meet Slide Show or Video of events.

Sunday AM: Breakfast - Monarch Hotel farewell to all those who attended and wish for a safe trip home.

T-shirts: We have a front and back design for the 2010 Meet. See web site for the upcoming design. Even if you are not coming to the Meet you are likely to want to buy one.

Planned Tours:

These tours are options for our organized tours during the meet. Details are still being determined before they are officially announced.

Charter Bus Tour Option: Mt. Hoods Timberline Lodge, Western Antique Aeroplane Museum & Automobile Museum in Hood River & Multnomah Falls on the beautiful Columbia River. Cost: TBA

Tour of historic **Timberline Lodge.** Explore the rich history of the Lodge. Topics discussed include: The Great Depression, The Works Progress Administration (WPA), Artwork of Timberline, Interior Design of Timberline, Lodge Architecture, Lodge History, Mount Hood History, Oregon Trail and the Barlow Road History, Building of the Lodge, and more! Tours Daily at 11:00, 1:00, 2:00, and 3:00.



Western Antique Aeroplane & Automobile Museum collection dates back to the early years of flying and driving. Rare antique aircraft and cars are operated in view of visitors. A vast selection of exhibits will educate and inspire visitors to learn more as well as continue the American spirit of reaching further in the realms of flight and travel. Adults: \$12.00 Seniors 65+ Vets: \$10.00



Continue Tour: Multnomah Falls, Tour the western portion of the Columbia River Gorge. Multnomah Falls is the second highest year-round waterfall in the nation, plummeting 620 feet from its origins on Larch Mountain.



At the base of the falls lays historic Multnomah Falls Lodge. Built in 1925 the lodge provides fine northwest cuisine with a panoramic view from your table.

Charter Bus Tour Option:

Mount St. Helens National Volcanic Monument. At 8:32 Sunday morning, May 18, 1980, Mount St. Helens erupted. Shaken by an earthquake measuring 5.1 on the Richter scale, the north face of this tall symmetrical mountain collapsed in a massive rock debris avalanche. Nearly 230 square miles of forest was blown down or buried beneath volcanic deposits. The eruption lasted 9



hours, but Mount St. Helens and the surrounding landscape were dramatically changed within moments.

Visit the **Johnston Ridge Observatory** - Elevation 4,255 Feet, located at the end of State Highway 504 and 52 miles east of Castle Rock, in the heart of the blast zone, the Center's state-of-the-art interpretive displays magically portray the sequence of geologic events that transformed the landscape. Visitors can expect to see views of the lava dome, crater, pumice plain, and the landslide deposit. Watch a wide-screen theater presentation, interpretive exhibits. There are no food services at Johnston Ridge. **Cost: TBA.**

Charter Bus or Driving Tour Option: Evergreen Air and Space Museum (Spruce Goose) - McMinnville, Oregon. The airplane and helicopter exhibits and the artifact, research library and archive collections form the core of the Museum. Highlights include the Spruce Goose, Jet Fighters, Space Craft, a Replica of Orville and Wilbur Wrights 1903 Glider, early passenger planes, trainers, bombers, general aviation, observation and reconnaissance air craft. IMAX movies, with 2 museums of things to see.



Farm Store and Wine Tasting Rooms sample Spruce Goose Oregon wine and juice, hazelnut products. Wine tasting is free and does not require admission to the Museum.

Lunch: On your own at the Spruce Goose Café and Cosmo Café. **Cost: TBA**

Driving Tour: Pearson Air Museum at Fort Vancouver National Site is an opportunity to experience the "Golden Age of Aviation." When you enter the museum you enter a world of wild barnstormers, experimental aircraft, and aces of World War I and II. Open 10 a.m. to 5 p.m.

Admission: Adults \$7.00 Seniors: (55 and up)\$5.00

Lunch: at the restaurant at Fort Vancouver National Site, located in the stately Grant House.



Tour continues: *Officers Row/Fort Vancouver* is a beautiful setting filled with twenty-two fully restored nineteenth century homes situated on twenty-one acres just north of the Vancouver Barracks Parade Grounds. All listed on the National Historic Register, today these homes are offices and residences with several open to the public, including the Marshall House and Ulysses S. Grant House, the oldest house on the Row (built in 1850).

Guided Driving Tour Option:

Pittock Mansion & Portland Classical Chinese Gardens. The Pittock Mansion was home to Portland pioneers Henry and Georgiana Pittock from 1914 to 1919.



During the late 1800's and the early 1900's, their lives and work paralleled the growth of Portland from a small Northwest town site to a thriving city with a quarter million population. With its eclectic architectural design and richly decorated interior, including family artifacts, the Pittock Mansion stands today as a living memorial of this family's contributions to the blossoming of Portland and its people. Open 10-4pm - Admission: Adults \$7 Seniors (65+) \$6 pay at the door.

Lunch: Will be on your own in the Knob Hill District of Portland, we may reserve tables at several places.

Tour continue: *Portland Classical Chinese Gardens.*

These gardens attempted to duplicate nature found in traditional Chinese landscape paintings, and the nature of the Yellow Mountains near the city of Suzhou located approximately 50 miles west of Shanghai on the eastern coast of China.



The gardens would be used to entertain guests and undertake intellectual pursuits such as painting, poetry, and conversation. This Garden is based on a garden built in Suzhou during the Ming Dynasty (1368-1644 AD). Open 10 a.m.- 6 p.m. \$8.50 Adults - \$7.50 Seniors (age 62 & over)

Guided Driving Tour Option:

Pacific Northwest Truck Museum, 40 miles south of Portland, you will see some of the great working vehicles that developed the Pacific Northwest. These wonderfully restored antique trucks, parts and memorabilia also show the significant and unique innovations in the development of trucks brought about by the longer distances and rough terrain of this part of the country.



There are over 75 trucks by GMC, Freightliner, International, Kenworth, Mack, and Peterbilt, long-gone Autocar, Moreland, Samson, White, and Yellow-Knight, and many other makes. Weekday viewing by appointment only.

Lunch: On your own - Wilsonville/Aurora, Oregon

Tour Continues: Garage tour local Aurora car enthusiast and his numerous and unusual classic cars in.

Additional Optional Pre-Mapped Tours:

These tours can be an option to the organized tours during the meet or for you to plan your pre/post activities. The tours are within driving distance to the Portland and Clackamas area.

Additional Optional Tours:

Japanese Garden,
Portland Test Rose Garden,
Crown Point & Columbia Gorge Loop,
World Forestry Center, Hoyt Arboretum,
Columbia Gorge Interpretive Center,
Willamette Spirit Cruise,
Stern Wheeler Cruise,
Portland Art Museum,
Portland Pearl District Galleries,
Silver Falls State Park,
Aurora Antique Shops,
Signal Tower Gas Station, Portland,
Powells Book Store, Toy Museum,
Many, many other local points of interest.

See our web site:

for additional details on the Tours and Updates as the Meet gets closer.

Contact:

Mike Bade, 2010 POC Meet, Chairman
mdscbade@msn.com - Ph. 503-206-4652

Gary Rusher, CPPC 2009 President
chiefgr@hotmail.com - Ph. 503-638-5521

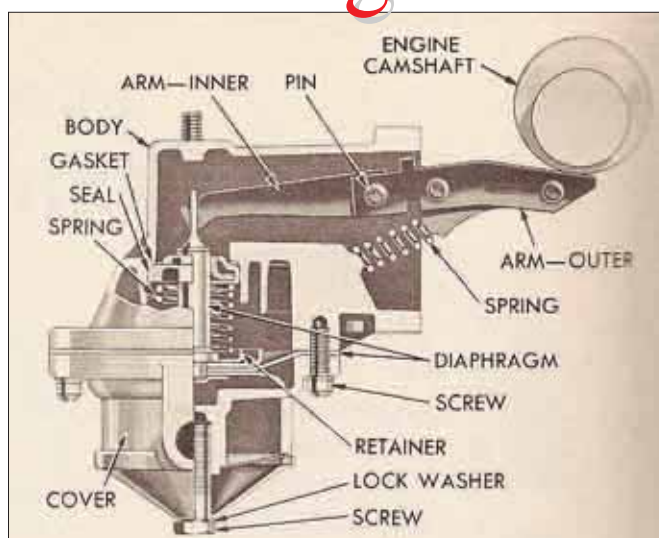
www.cascadepacificplymouth.org

Come early and stay late to take in all that Portland and the Pacific Northwest has to offer. This may be the only opportunity you will have to visit us for a long time.



WARNING: fuel pumps for six-cylinder engines

When replacing a fuel pump with a new aftermarket version, check it over very carefully prior to installation. I neglected to do so recently and nearly ended up with major problems, not the least of which was needing to be towed home. In particular, check the pin that the operating arm pivots on to make sure that it is riveted or staked in its hole properly. I did not do this, and the pin was allowed to move sideways



because it had not been retained properly. Not only did the pump stop functioning, leaving me stranded, but the operating arm also fell into the oil pan. Fortunately, no damage.

-- Cam Clayton
 Fargo Tech Advisor
 Kaslo, British Columbia

THE SAME THING HAPPENED to me in 1992, just south of Calgary, as we were on the way to the POC meet in Denver. Fortunately, I was with fellow members and within shouting distance of another friend's garage. We towed my car there and discovered the dislodged pin (didn't even lose it, let alone the arm). The pin was properly riveted and the pump reinstalled. In less than an hour we were back on the road. The pin is still there, tens of thousands of miles later. -- LDK

A penny for repair

Sent to Jim Benjaminson by friends, this 1929 penny postcard contains a sales pitch from the C. R. Gleason Co. of Bottineau, North Dakota.

Why buy a new-fangled Model A when Mr. Gleason could make your Model T like new again? (No mention is made of that new make called Plymouth.)

Neither Mr. Gleason nor his prices were around when I lived in Bottineau from 1969-71 and bought my new '70 'Cuda there. LDK



Equivalent prices

1928	2008
\$ 1.00	\$ 12.46
\$ 1.25	\$ 15.57
\$ 2.50	\$ 31.15
\$ 3.00	\$ 37.38
\$ 3.50	\$ 43.61
\$ 4.00	\$ 49.84
\$ 5.00	\$ 62.30
\$ 7.00	\$ 87.22
\$20.00	\$249.19
\$25.00	\$311.49

Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from \$3.50 to \$5.00 each, with a labor charge of \$1.00 to \$2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only \$1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only \$1.25. A labor charge of \$4.00 to \$5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

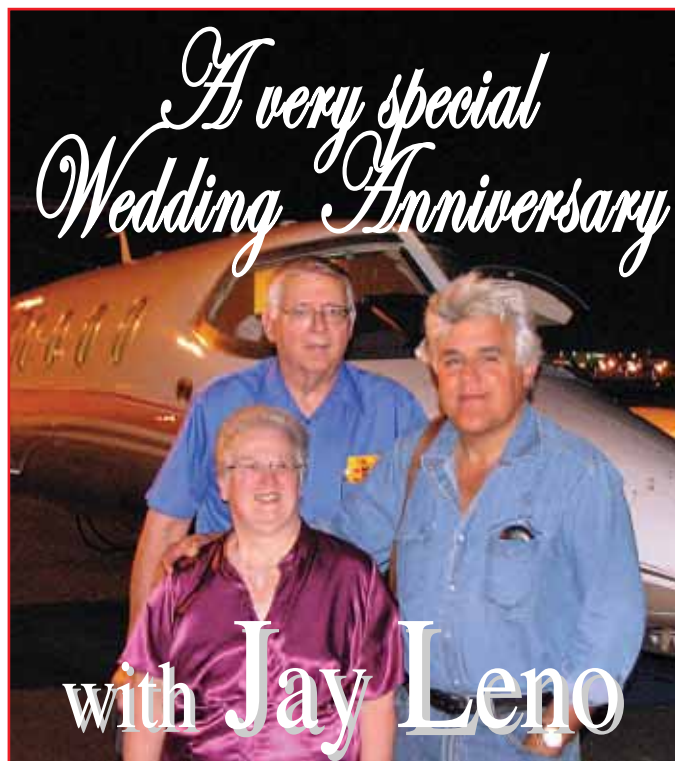
The labor charge for overhauling the average rear axle runs from \$5.75 to \$7.00. Grinding valves and cleaning carbon can be done for \$3.00 to \$4.00.

A set of four new pistons and rings cost only \$7.00. For a labor charge of \$20 to \$25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Bottineau, N. Dak.

Very truly yours,

C. R. GLEASON CO.



Departing Vegas via Lear Jet after a great anniversary

This is not really a Plymouth adventure, but Lanny thought that the club members would like to hear the story.

by Mark Olson
Proctor, Minnesota

Believe it or not, our 38th wedding celebration began over 44 years ago, way back before my wife and I ever met. I can hear you saying “WHAT? How could that be?” Let me tell you the whole tale.

It started when Chrysler selected my dad as the 160th user in the Chrysler turbine program in 1965. I was sixteen years old and was privileged to drive Chrysler turbine car #32 five thousand miles or more during the three months we had possession of the car. Okay, I hear you going “Yeah, we know that, how did that effect how you celebrate your anniversary?” I will tell you. . .

A very well known car collector by the name of Jay Leno was fortunate enough to obtain, for his stunning automobile collection, one of the last remaining turbine cars (number 42). I have reported previously on how Jay took delivery of the car in June of this year. Jay had known of me and my web site (www.turbinecar.com) for some years, as he too loves the idea of a turbine-powered car. Since the only real production American turbine cars ever made, like the one we drove, were built for Chrysler by Ghia of Italy and powered by the Chrysler CR4 engine, he wanted one in his collection.

Now, Jay is a true “car nut” and “gear-head” if there ever was one. Jay called me personally, the day before he got it, to tell me that he was getting the Chrysler car. That was June 15th, the first time I had the pleasure of talking to Jay. During the course of that first conversation, Jay asked, “Do you ever get out to California?” I answered, “Why would I

want to do that?” He said, “So you can drive my turbine car and see my Big Dog garage.” Sold! I was going to California! Then the question: When should we go? I would have packed up and left the next day, but we were already packed; in fact, we were on vacation in Michigan when Jay called. It actually was the first full day of the two weeks we had planned, and the second week was to be “grandkids’ time” in St. Louis, Missouri, with our son and his family. Thus, the immediate future was out for a trip to California.

Sometime during one of the driving days over the next two weeks, Lynette and I decided that we would go (if Jay said it was okay) over the August 7-9 weekend. That was our 38th wedding anniversary and we always do something for our anniversary, like maybe stay in the Twin Cities or whatever. This time, it was flying to California to see Jay Leno!

I called Jay the week we got back from our vacation and asked if the 7th of August would work, as it was our 38th wedding anniversary and we had time off for that already. Jay called back the next day and said he could work us in but he had a show in Las Vegas on the 7th and 8th and would we like to go with him?

Hello! Did I just hear you right? You want us to go to Las Vegas with you? You want us to see your show! I did not have to think very long for my answer: “YES! Of course we would love to go to your show!”

So the date was set and we purchased airplane tickets for Burbank. We were arriving on the 6th and leaving on the 10th of August. I called Jay again just before I made the reservations (non-refundable) to make sure we were good to go for the dates. At some point during that discussion, Jay said he would arrange a hotel for us, so we did not have to do that. He had a deal with the Holiday Inn Media Center in Burbank. About that time was the first time I had to pinch myself to see, am I really talking to one of the most-known individuals in the world who has just offered me, someone he has never met, a chance to drive his turbine car, fly to Vegas to see his show and now he is offering to spring for our lodging! I was very surprised to say the least.

So the date was set. By then it was still over a month away, but we were counting the days. I sent Jay some copies of information I have on the turbine car and put together anything else he might be interested in I could bring with me. (I have a large collection of material I have used on my website which I am more than willing to share with anyone who has a need for it. I believe that history is the most important thing we can share. Without history, we keep making the same mistakes and re-inventing a thing that was already done once and that is just plain stupid!)

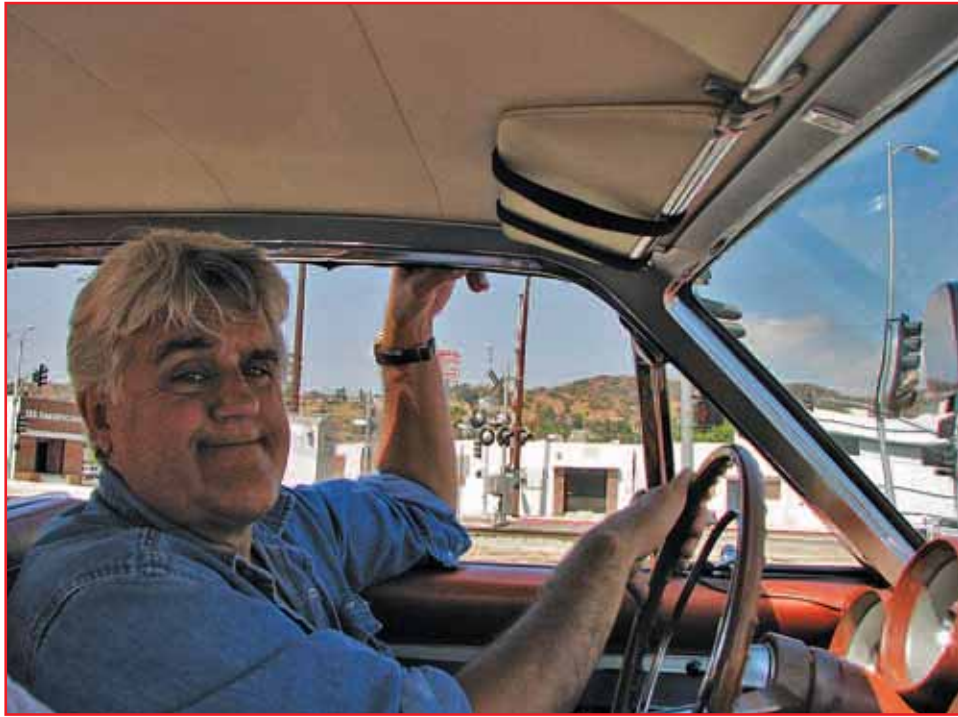
Thursday, August 6th, Lynette and I arrived in Burbank about 6:00 PM. The flights out were pretty good except I will NEVER accept a ticket with a half-hour between flights again at any terminal. Salt Lake City may have a very nice airport, but we did not see much of it during the 15 minutes we ran and rode a golf cart through its entire length.

We talked to Jay that evening and he said he would meet us around 2:00 PM at the garage on Friday. That morning we ate breakfast at the hotel and wandered around downtown Burbank for a while. We caught a cab around 1:00 PM and

learned that cab drivers don't have a clue where Jay's garage is. It took a little longer than it should have to get there (about six miles from the hotel) but the guy was nice so I didn't feel bad about tipping him a little extra. Jay's Big Dog complex is kind of hidden from plain sight.

We called Jay's shop manager on my cell phone and he opened the gate to let us in. Jay was not around yet. However, since Jay had left no specific instructions to his staff about Lynette and me, we went with Bob (one of Jay's crew) and started touring the huge Big Dog Garage.

Jay showed up around 2:15 PM and greeted me with "Hi, Mark!" Then Jay kidded me about the turbine car not running. I was fully ready for that to happen because over the past ten years I have tried multiple times to get a ride/drive a turbine car again and every time success was close, fate intervened and kept it from happening. I, along with my son, his family and Lynette, did get to hear one run in St. Louis this past June. That was the first time any of them had seen a turbine car that was actually running.



could drive. I was a little more nervous than the first time in May of 1965 when, with my father at my side, I took the first spin in a turbine car. Now I had one of the most famous people sitting next to me and my loving wife of 38 years in the back seat. I was also in Burbank, California, which was still kind of new to

me. (I remembered how to get the selector into DRIVE, as it is a little different than almost any other car. You have to pull up on the outside lifters and the whole thing pops up to where you can move it to DRIVE.) It was a good thing that traffic was not too heavy as I slipped out into traffic cruising down N. San Fernando Blvd. I felt like it was all a dream that I had dreamed before. I kept having deja-vu all day as various events happened. I also had two of Jay's employees ask if I had met them before. That added to it.

When we got back to Jay's garage, he let me drive it into the building and asked, "Are you any good at backing up?" I feel I am, so I said "pretty good" and he let me back the tur-



After 44 years: Mark, back at the wheel, is all smiles.

The first thing Jay had planned was for us to take the long-awaited ride and for me to have a chance to drive a turbine car again after 44 years. Jay took the car about five or six miles towards downtown Burbank and pulled onto a side street where he turned the car around. It was my turn! I again got behind the wheel of an operating turbine car that I



Backed right in between the Eco-Jet and the Ferrari

bine car back between his Eco-Jet and a Ferrari 308. I realized that Wow, I could have done some major damage there if I screwed up.

We went over to the shop and gave Jay some more stuff we brought with us, photos, etc. He showed us around the shop a bit and then let me go back across the way to the big



***Firing up** for a steam car ride*

building where I could take some photos while he got his 1907 White steam car ready for a ride.

After Lynette and I wandered around the big garage for about twenty minutes the shop foreman came over and told us it was about ready to go. Well, that was not quite true. It was now about 4:00 in the afternoon and first the burner on the White refused to stay lit and then the throttle valve was frozen solid. This was odd since Jay had just used the car the Saturday before to give another turbine car guy, Steve Lehto, a ride.

It took about 45 minutes for Jay and two of his crew to remove, disassemble and lubricate the throttle mechanism. Once back on the White, we took off into rush hour traffic on the streets of Burbank. I felt they were a little surprised when Lynette climbed into the back seat of the White, but hey, that is the woman I married, if I get a neat ride, she is going too. After about a half a block, I began to wonder if it



***In traffic** the headlamp reflects the driver's image*

would be my last ride. Jay is very comfortable with steam-powered antique autos but for me, this was a first! This was the first time I had ridden in a brass-era car and the first steamer I had ever ridden in. To be honest, it is really an uncomfortable feeling to have nothing to hang onto, to sit in a real "bucket" seat without seat belts or other safety appliances and realize that the driver can't see much of anything on the

left side of his charge. More than once during the ride, Jay asked me to check the traffic to see if he could move over into the left lane. I asked Jay what he does without a "shot-gun," he said he just moves over and the people get out of the way.

Jay took me to Autobooks-Aerobooks in downtown Burbank because it is one of his favorite hang-outs. I bought a very good book on the Maxwell Auto Company. We said goodbye to the crowd that formed around the White while we were in the store and headed back to the garage. I told Jay not to even think about asking me to drive; I think that was never the plan anyway.



***Drawing a crowd:** Jay explains the White to passers by*

Back at the garage, we had about fifteen minutes alone in his library (very cool stuff there) while he had some work-related stuff to do. He came in dragging his big old leather briefcase stuffed with mostly auto-related stuff, from what I could see. I saw something I had given him was in his briefcase and felt honored.



***At the garage:** Lynette, Jay and Mark*

Jay then got one of his favorite cars ready (1972 Mercedes 300 6.3) and we left for the short trip down the street to Million Air's Terminal at Burbank. We walked straight to the waiting Lear 35 and climbed in after Jay. The staff offered beverages and snacks and we settled in with Lynette sitting next to Jay on the back double-wide seat and me across from her in a rear-facing seat.

Before we left, Jay asked what we were going to do in Vegas, as he really did not expect us to catch his show, I guess. We both said, "We want to see your show," so he called the hotel and had tickets reserved for us. That was going to be one of our big highlights of the trip, but I guess Jay just wanted to be a good host and not assume we wanted to see him perform.

The trip was pretty nice and I got a great photo (with Jay's permission) of Lynette and him on the same seat. I have a new respect for private jet travel for people in Jay's position. I asked if he ever traveled commercial and his reply was that if they were dependable and offered better schedules so he would not have to waste valuable time in airports and waiting for missed planes or connections, he would consider it. He said these private trips are very expensive but people are depending on him being there for the shows and meetings or whatever, and with a private jet, you get there on time. We had just experienced commercial travel and had another day of travel ahead of us, and I have to agree that it is neither dependable nor convenient.

We landed at Henderson Airport in Las Vegas and went right into a waiting limo. The trip to the Mirage Hotel and Casino was very interesting, as Jay has been coming to Vegas for many years and has seen new casinos built, used and torn down and replaced over the years. He pointed out many sights that he thought we would find interesting. (We couldn't help but feel how much of a waste most of Las Vegas is in both time and money. It is a booming industry, but then it creates nothing and costs a lot to many people.)

We arrived at the Mirage through the back entrance and were greeted by Roy, the manager of entertainment for the hotel. Roy escorted us to Jay's dressing room and after a brief conversation left to wait outside. We had asked Jay if we could change from our garage clothes to a little fancier attire for the evening, so he let us change in his dressing area. After getting changed and talking for a few minutes he had Roy take Lynette and me to Kokomo's Restaurant. Roy pointed out many of the things along the way mostly to help us find our way back to the theater.

We walked into Kokomo's and Roy told the staff that we were Jay's guests. We were seated and had a wonderful, relaxing, and delicious meal. Kokomo's is an American-style restaurant with mostly beef and seafood items. Lynette and I enjoyed a very American meal and, for dessert, a very large serving of cheesecake with tart cherries on it. I can really say that Kokomo's is a very fine place to eat.

We finished our meal close to 10:00 PM and headed back to the theater. I depended on the signs to find my way since navigating around those casinos is difficult. They don't want

you to find your way out; you might go to some other casino.

We were seated about four minutes before the lights dimmed. While being seated, I asked how to get back to Jay's dressing room after the show, as he was our ride back to Burbank.

The Alley Cats were Jay's opening number, and they are great! I love a *capella* singing, and I love the songs from the '50s and '60s, so they were great combination. Jay came on and did a longer version of his monologue, very much like his old Tonight show. He is very well-liked and, from what I could see, the show was sold out. He can still make people of all ages laugh!

After the show, we found our way backstage and were escorted to his dressing room. Jay was already back in his denims and relaxing on the couch. We had some water and took care of necessary things before the 45-minute ride back to Burbank and then left to meet Roy and company outside the door. They escorted us to the back of the hotel where we boarded the limo for the airport.

Jay had the pilot take our picture on the runway and I am glad he did. I was trying not to be a pest about taking his photo, because I was just happy enjoying his company and the time we spent with him.

The flight back was pretty much like the flight over to Vegas, and we arrived at Million Air about 1:30 in the morning Saturday. On the plane, Jay told us that he had arranged for tickets to Universal Studios for us and asked how we were getting there. Lynette said probably the Metro bus. Jay asked when we planned to go and said that he had to work on Saturday and he would call around that time and pick us up and take us to Universal Studios. So we had the pleasure of saying to Jay, "Goodnight, see you in the morning!" in front of the people who were still around outside the hotel.

Saturday, about 10:00, Jay called the room and said he would be there in about twenty minutes. We got another call about fifteen minutes later saying he would be there in five. We got down to the lobby just as he was pulling in. He drove by NBC studios, where he works, and then on to Universal Studios. He gave us his cell number in case we had any trouble getting the tickets.

We had a great time with much better tickets than we probably would have purchased ourselves. About 5:30, as we waited for the bus to take us back to the hotel, it was like Cinderella when the clock struck midnight; now we were back to just Mr. and Mrs. Olson waiting in L.A. for a bus back to the hotel.

We had a good flight back Sunday and we got a call from Jay Monday morning checking to see if we got home okay. I don't know what I could ever do that would equal the great time we had, so I probably will not try. It was just a once-in-a-lifetime anniversary!

PB



Plymouths Cover the World



2009 National Summer Meet Oconomowoc, Wisconsin

Among the featured cars were the 50th Anniversary '59s, here being led to judging by Harvey Weaver's Sport Fury.

THE 2009 NATIONAL SUMMER MEET of the Plymouth Owners Club was held June 17 to 21 at Olympia Resort & Spa in Oconomowoc, Wisconsin, and was hosted by the Dairyland Region. Total registration included 163 members and 19 guests for a total of 182 Plymouth admirers. Ninety Plymouths were registered and, of these, 51 were entered in the judging.

The hospitality suite was prepared and staffed in anticipation of many attendees in need of refreshments, a place to rest and answers to innumerable questions and comments involved with an event like this.



Welcome from Marge Nelson at her Trillium trailer "office."

Then the class signs were assembled and placed. A few early arrivals were already checked in at the hotel and the registration booth in the lobby was being set up with the registration forms, the goody bags and the meet information booklets.

Wednesday morning dawned cloudy, with a threat of rain, but Tom Wagner and Jerry Nelson were busy marking off the parking spaces for the show cars in the assigned parking lot of the hotel.



In their assigned places: Four 1950 P20s



Jack's Auto Ranch: Bob Semichy checks out a '37 sedan in the trees.

In the afternoon Tom Russom led a group of "special collectors" who enjoy searching old-fashioned junkyards to Jack's Auto Ranch. There, at least some of the searchers found something or other they just couldn't live without. It



Mopars at Jack's: A '50 P19 Suburban, a '55 Belvedere stacked high, a '46-48 Chrysler C38 club coupe and a '53 V8 Dodge

must have been a success, as no one got lost, seriously bitten or infected by rust. During the night, thunderstorms washed away the dirt and dust and cleared the air.



On tour: The 1947 P15 two-door sedan, of Dairyland Region president Dick Silhol, leads a lineup of Plymouths on the tour of the day.

Thursday morning found many members present and anxious to leave on the tours planned for the day. Two collections were visited, with the assemblage divided into two groups. One group toured through the southeastern Wisconsin Kettle Moraine area, a region of forests and lakes amid kettles, kames and eskers left by the glaciers of the last



Venerable Fire Apparatus Collection



Venerable Fire Apparatus: A Plymouth group listens to a docent's explanation of a retired Oconomowoc Fire Dept. ladder truck while Dick Silhol and Paul Curtis check out another.

ice age. The distance of about 30 miles meandered through country roads and lanes to a well-hidden, nondescript, unmarked building in the woods off a side road. Here the members discovered the Venerable Fire Apparatus Collection. This collection includes paraphernalia from the earliest fire fighting equipment, through horse-drawn equipment and continues up to recent historic fire engines and support items. Keith Franz, who amassed it all, along with his knowledgeable docents (all past or present firefighters) explained and demonstrated everything masterfully.

After the completion of this educational and enjoyable visit the members continued their tour through the village of Slinger to a restaurant in Hartford for lunch.

Meanwhile the other group toured through the scenic lake and farm country just west of the Kettle Moraine area. Here pretty lakes surrounded by woodlots and farms, both up-to-date and somewhat shoddy, dot the rolling hills of this part of the state. At the end of this part of the tour was the Wisconsin Automotive Museum. This museum, the largest museum of its type in Wisconsin and containing more than 100 vehicles, specializes in Kissel autos, trucks and fire engines, other



Wisconsin Automotive Museum: 1930 Kissel sedan



Wisconsin Automotive Museum: 1929 Plymouth, 1917 Crow-Elkhart speedster,

1929 Chrysler, Chrysler small engine, 1948 Tucker engine, MotoSki (sort of an upright snowmobile), 1913 ALCO locomotive (being viewed by Dave Geise) built the year after Walter P. Chrysler left the company to take over Buick, a running Kissel discovered by some members as they departed the museum and enjoyed seeing and hearing a fine example of living history.

Wisconsin-built items as well as other autos and related memorabilia.

The Kissel cars were built in Hartford, from their inception in 1906 to their demise in 1931 (like many other businesses, due to the depression). Included in the exhibit was a Tucker, one of the few built, many other unique and interesting displays including a 1913 main line steam locomotive in operable condition. Earl Buton, Jr., the National POC Technical Director, was quite taken by a 1929 Plymouth in original, unrestored condition. It has never been repainted, so he took several photos of the two-tone paint scheme and the pin striping still visible on the worn paint. After feasting their eyes on everything the museum had to offer, the group traveled to the same restaurant where they joined the other group for lunch.

After lunch, each group followed the other group's morning tour in the opposite direction, ending up safe and sound back at the hotel.

JEFF TARWOOD PHOTO

BILL LAGE PHOTOS

JEFF TARWOOD PHOTO

Old World Wisconsin: Four Mile Inn stagecoach stop; blacksmith shop, warm, dry, informative; one of a number of ethnic farms.

Rain was again threatening on Friday morning, but the members who had registered for the Old World Wisconsin tour headed out for this historic site. At Old World some folks got wet from rain, but no one seemed to mind too much. Old World Wisconsin is a collection of pioneer buildings disassembled piece-by-piece and reassembled on this site. The buildings include farmhouses, village houses and stores, a blacksmith shop, a church, a schoolhouse



***Rain came and went** frequently during the meet, but showday dawned dry and sunny, giving Bill Gellert and Helen Montgomery, along with many others, opportunity to clean up.*

and other buildings as would have been found in the early days in Wisconsin. Included in the buildings are period fittings and demonstrators showing how things were done at the time.

Tour members returned to the hotel on their own and prepared for the planned Friday Night Fish Fry, a traditional Wisconsin meal, although it was done with a twist: The meal was served buffet style, a better way to serve a large group.

Saturday morning dawned bright and cool with the weatherman's promise for a warm and sunny day. It had rained again during the night, so the parking spots had to be re-marked for the show cars. Joe Dietrich and his helper Jeff Tarwood had the camera set up and were ready to photograph the cars. After being photographed, each car was driven back to its assigned parking spot where it awaited the call to be judged, if so registered.

This year, a different style of judging was used, wherein the judges were posted in a drive-through set-up with seven stations for judging, rather than having the judges go to the parked cars for judging. The national judges observed how this system worked and will consider it for future use, probably with some changes. There seemed to be some bottlenecks creating delays, but that may be solved by changing the number of items judged at each station to even out the flow of cars. Two grandchildren of Ken and Vicki Bartz were given the task of delivering the



***The '55s and '6s** line up for the drive-through judging; Dick Silhol's '50 gets its brake and signal lights checked; Dianne Taylor reaches the end of the judging line with her and David Young's '60 convertible; young runners Talysin [INSET] and Julian Pazynski -- grandchildren of Ken and Viki Bartz -- ferried judging sheets to the tabulators -- Peggy VanBibber, Teri Tarwood, Bobbie Berkheimer, Charles Streett, Charles Resch, Karen Fowler and Natalie Gomez -- who did number crunching well into the afternoon.*



***A "Green Christine"** scares the hood and deck lid off a '58 Ford interloper parked on the Plymouth showfield. Actually, Rudy Kraut's '57 Belvedere is named "Dori."*



Ken Bartz conducts an outdoor seminar on Plymouth brakes.

judging sheets to the hospitality suite for the judging committee. They covered many miles on a hot day.

The afternoon found everyone keeping cool and preparing for the awards banquet. A delicious buffet-style dinner was served, and the presentation of awards was anxiously anticipated. At the end of the dinner, the Larry

Theiss Trio sang some Irish folk songs and other similar music along with a few funny stories, much to the delight of the audience.

After dinner, Dick Silhol, president of the Dairyland Region, introduced Bob Kerico, national president, followed by Vice-president Bobbi Berkheimer, Technical Director Earl Buton, Jr., Membership Secretary-treasurer Jim Benjaminson



An open hood on a Plymouth four-cylinder car -- Ed Wilkinson's '31 PA -- will invariably draw a crowd with Earl Buton in the midst of it.

JEFF TARWOOD PHOTOS

all, 35 awards were presented. The last chapter of this year's meet was the drawing for the winner of the 50/50 raffle and passing out the many door prizes.

PB

After the meet, one Plymouth remains, Ken Bartz's '40 P9 coupe.



Trophy Winners

2009 National Summer Meet, Oconomowoc, Wisconsin



Best of Show

Group I	Doran Johnson, <i>Cromwell, Kentucky</i>	1934 PE bus cpe
Group II	Wayne & Marge Farrey, <i>Rockford, Ill.</i>	1956 Belv cnv
Group III	John Arps III, <i>Oconomowoc, Wisconsin</i>	1970 'Cuda cpe

Mayflower Award

Best 4dr	Jeff & Teri Tarwood, <i>Zion, Illinois</i>	1980 Volaré sdn
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Senior Class

First	Wilber & Carolyn Burkett, <i>Ida, Mich.</i>	1939 P8 conv cpe
Second	Dick Silhol, <i>Mequon, Wisconsin</i>	1947 P15C 2dr sdn

Class 2 -- 1933-39

Second	Bob Werner, <i>Union Mills, Indiana</i>	1935 PJ sdn
Third	Rich & Carol Tetzlaff, <i>Scandia, Minn.</i>	1936 P2 sdn

Class 3 -- 1940-48

Second	Ken & Vicki Bartz, <i>Blanchardville, Wisc.</i>	1940 P9 cpe
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Class 4 -- 1949-54

First	Dick Silhol, <i>Mequon, Wisconsin</i>	1950 P20 conv
Second	Bill Gellert, <i>Franklin Grove, Illinois</i>	1950 P20 clb cpe
Third	Bill Groskopf, <i>Libertyville, Illinois</i>	1951 Cambridge sdn

Class 5 -- 1955-59

First	Fred Hoffman, <i>Chelsea, Michigan</i>	1956 Belv sp cpe
Second	Bill Eye, <i>Davenport, Iowa</i>	1956 Belv conv
Third	Harvey Weaver, <i>Rochester, Minnesota</i>	1959 Sp Fury sp cpe

Class 6 -- 1960-76 Valiant

First	John Knab, <i>Gurnee, Illinois</i>	1962 Signet htp cpe
Second	Bob Childers, <i>Salem, Wisc.</i>	1966 Signet htp cpe
Third	Ron & Shari Leibly, <i>Oconomowoc, Wisc.</i>	1962 V100 2dr sdn

Class 7 -- 1962-78 B-body

First	Kim Gorrell, <i>Dansville, Michigan</i>	1966 Belv II htp cpe
Second	Debbie Seitz, <i>Woodbine, Maryland</i>	1963 Sp Fury htp cpe
Third	Art Reddish, <i>Holdredge, Nebraska</i>	1972 Satellite cpe

Class 8 -- 1960-61, 1965-77 C-body

First	Don Modl, <i>Mondovi, Wisconsin</i>	1971 Sp Fury GT cpe
Second	Milton McMillen, <i>LaCrosse, Wisconsin</i>	1960 Fury htp cpe
Third	John DeMoss, <i>Des Moines, Iowa</i>	1965 Fury III htp cpe

Class 9 -- 1964-74 Barracuda

First	Merrill & Bobbi Berkheimer, <i>Hazard, Nebr.</i>	1970 Barr. conv
Second	Paul Sullivan, <i>Basalt, Colorado</i>	1969 Barr. conv
Third	V. B. & Lucinda Johnson, <i>Goener, Nebr.</i>	1965 Barr fstk cpe

Class 10 -- Commercial; station wagons

Second	Ed Lanfer, <i>St. Louis, Missouri</i>	1975 Fury Suburban
Third	Robert & Wanda Van Buskirk, <i>Indianapolis, Ind</i>	1954 Belv stn wgn

Long Distance

1250 mi.	Michael Bonadonna, <i>Inverness, Florida</i>	1965 Fury III stn wgn
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Hard Luck

whl. brg.	Carl & Peggy VanBibber, <i>Frederick, Md.</i>	1960 Valiant sedan
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Regional attendance

Best attendance by a non-hosting region:	Tall Pines Region
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So long Stan

In 1988 Stan Peel and others formed the Hoosier Region of the Plymouth Owners Club. Stan was involved in the Plymouth National Meets in Indianapolis in 1992 and 2006. Stan died on April 5, 2009.

At the 2009 National Summer Meet, Lanny Knutson was asked to give the blessing at the beginning of the banquet. Lanny began by asking for a moment of silence in remembrance of POC members Tom Mitchell and Stan Peel. Then he read a psalm:

Blessed be the Lord, who has heard the voice of my prayer. You, Lord, are my strength and my shield; my heart trusts in you, and I have been helped; so my heart exults, and with my song I give thanks to you.

Psalm 28:6-7

[from EVANGELICAL LUTHERAN WORSHIP]

Suddenly Lanny was interrupted by a loud cell phone ring tone playing *When The Saints Go Marching In*. Many puzzled and amused POC members exchanged glances until the phone was silenced. Saints Stan and Tom went a-marching. Lanny continued with the blessing, and we feasted.

Later in the program, Kevin Reeves, our Hoosier Region president, went to the podium to present an award in memory of Stan Peel. I moved forward to take a picture and was completely surprised when Kevin presented the award to Wanda and me for having the best 1954 Plymouth at the meet. The hope, I later learned, was to give the award to the owner of a 1954 Plymouth convertible, because Stan drove one (see p18, Issue 295, PLYMOUTH BULLETIN).

As Wanda and I accepted the award, I recalled Stan's last days. I gathered my thoughts and went to the microphone.

Early this year Stan's wife, Jan, started a series of emails explaining that Stan had cancer. The emails continued, and it was clear that Stan was not doing well. I am very awkward at times of death. Finally, I sent Stan an email telling him how much I enjoyed knowing him. I thanked him for his efforts, and said that soon his pain would be over. In his next life, he would get the keys to a new 1954 Plymouth convertible. I did not know that Stan had lapsed into unconsciousness. He died three days later. However, Jan thanked me for the email and said she had added to it to sooth some younger members of the family. I asked Jan if the email still existed. She replied:

Your original email has already been deleted but the essence of it was you would always think of Stan in heaven driving his convertible down the streets of heaven. I revised it a little for my grandson, Matt, that I was telling you about, to this: He's folding his wings back, getting in his old '54 Plymouth convertible, picking up his dad, sisters Pat and Nancy, and his grandson Eric. And they are driving down the streets of heaven, singing for all they are worth.

Wanda and I visited Stan for the last time at the funeral home. I smiled as I saw the video that was made of Stan's family and friends gathered around Stan, singing songs as he faded away. Stan died surrounded by his family and friends. May we all be so fortunate. So long Stan. See you later.

-- Robert Van Buskirk



*Stan and Jan Peel
at the 2008 Grand National*

LANNY KNUTSON PHOTO



Sergio DeHaro's 1935 Touring Sedan is a 30-year-old California restoration. His was one of three PJs to appear in the film, Public Enemies.

Bean counters win again!

Here's another example of a great idea lost to the need for a price reduction. Very early 1935 Plymouth and four-door Touring Sedans were equipped with a spare tire carrier guide (assembly #490059). This carrier allowed the spare wheel to slide out from under the trunk package shelf with no effort.

New member Sergio DeHaro showed his early PJ with this rare carrier at the Oconomowoc meet. His PJ also has the two trunk clasps and the long, stamped hinges. The trunk clasps also went away early in favor of a single T-handle like those on the '34s and '36s. Upon meeting him the afternoon before the show, members Bob Semichy and Paul Curtis encouraged Sergio to join the national and the regional clubs!

-- Paul Curtis



*Carrier guide
for the spare
tire is mounted to
the PJ trunk floor.*



*To release,
slide
the locking lever
to the left.*



*Spare glides
out to reveal the
wheel-to-carrier
hold-down bolt.*



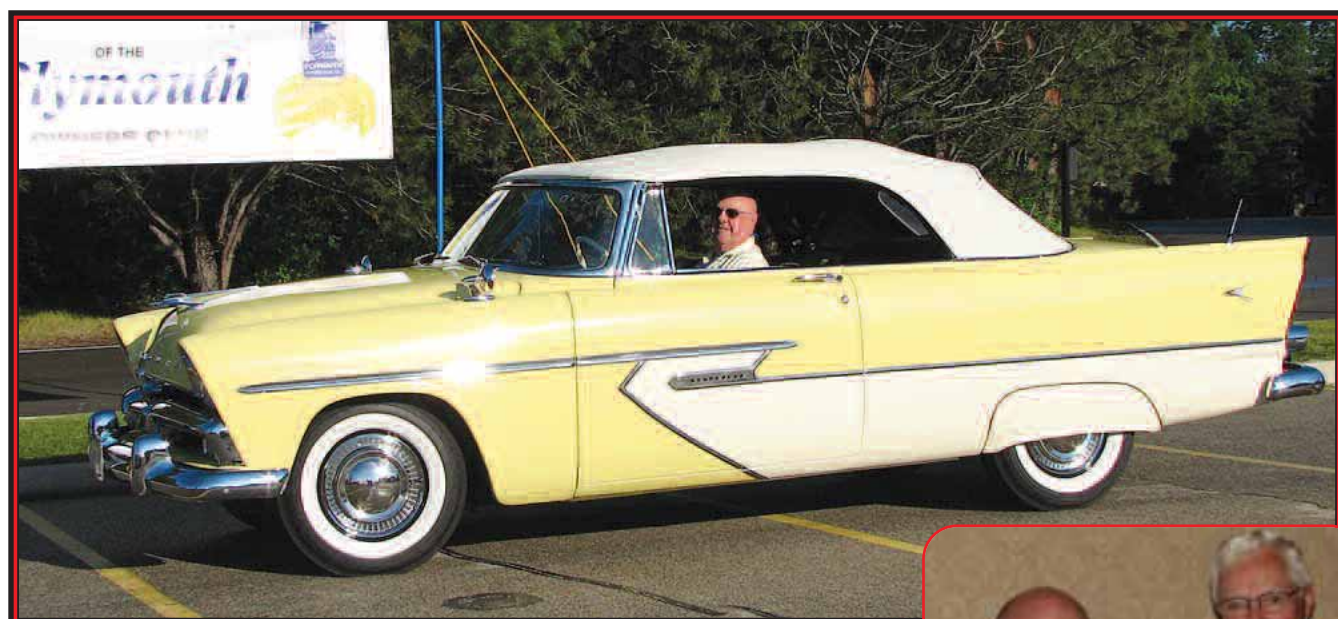
Best of Show



Group I

1934 PE business coupe
Doran and Jane Johnson
Cromwell, Kentucky

Earl Buton [RIGHT], presenter



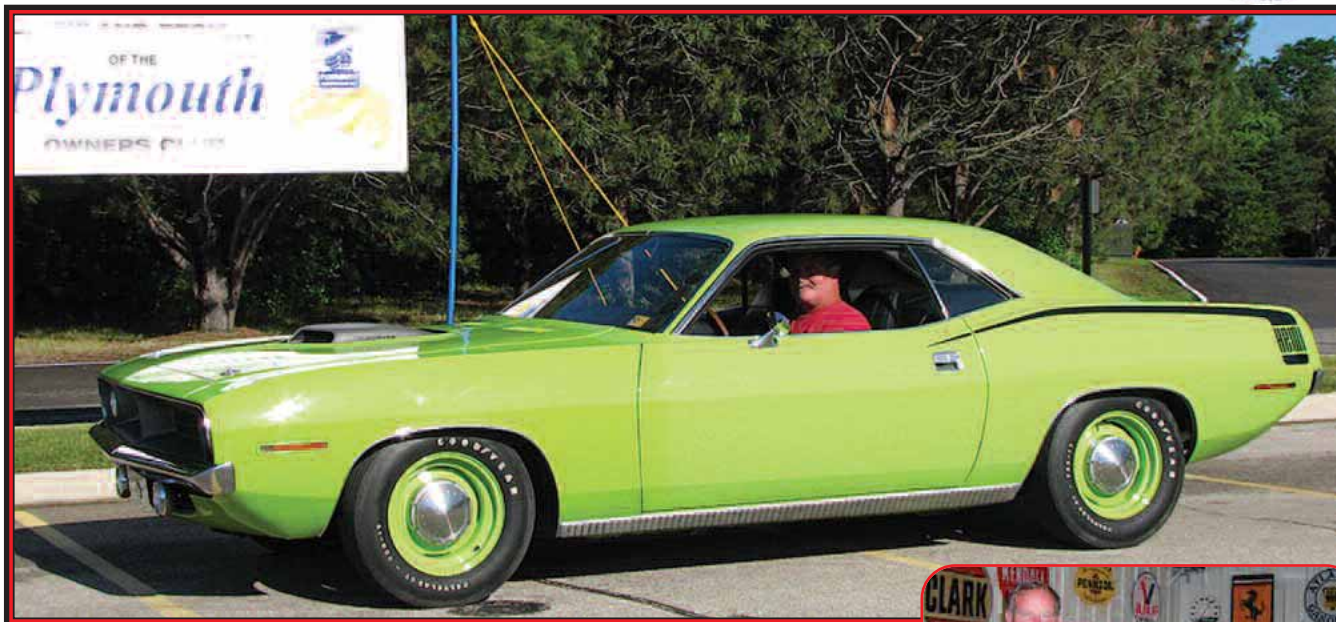
Group II

1956 Belvedere convertible
Wayne and Margie Farrey
Rockford, Illinois

David Geise [RIGHT], presenter



Best of Show



Group III

1970 Hemi 'Cuda coupe

John Arps III

Oconomowoc, Wisconsin



Mayflower Award



Top four-door sedan

1980 Volare sedan

Jeff and Teri Tarwood

Zion, Illinois

Jim Benjaminson (LEFT), presenter

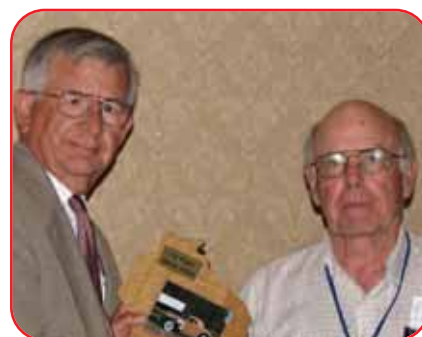




Senior Class -- Previous Best of Show



Best of Show I, 2006 National Spring Meet



Earl Buton [RIGHT], presenter

First

1939 P8 Deluxe convertible
Wilbur and Carolyn Burkett
Ida, Michigan



Second

1947 P15 Spl. Deluxe 2dr. sdn.
Dick Silhol
Mequon, Wisconsin



Best of Show II, 2001 National Spring Meet

Hard Luck



Jim Benjaminson [LEFT], presenter

Rear wheel bearing
1960 Valiant V200 sedan
Carl and Peggy VanBibber
Frederick, Maryland

Class 2 -- 1933 - 1939



First

1935 PJ Deluxe sedan

*Bob Werner
Union Mills, Indiana*



Second

1936 P2 sedan

*Richard and Carol Tetzlaff
Scandia, Minnesota*

Class 3 -- 1940 - 1949--first series



Dave Geise (RIGHT), presenter

Second

1940 P9 business coupe

*Ken and Vicki Bartz
Blanchardville, Wisconsin*





Class 4 -- 1949 - 1954



First

1950 P20 Spl. Deluxe conv.
Dick Silhol
Mequon, Wisconsin



Second

1950 P20 Spl. Deluxe clb. cpe.
Bill Gellert
Franklin Grove, Illinois



Third

1951 Cambridge sedan
Bill Groskopf
Libertyville, Illinois

Class 5 -- 1955 - 1959



First

1956 Belvedere sport sedan

*Fred and Carol Hoffman
Chelsea, Michigan*



Second

1956 Belvedere convertible

*Bill Eye
Davenport, Iowa*



Third

1959 Sport Fury sport coupe

*Harvey Weaver
Rochester, Minnesota*





Class 6 -- 1960 - 1976 Valiant



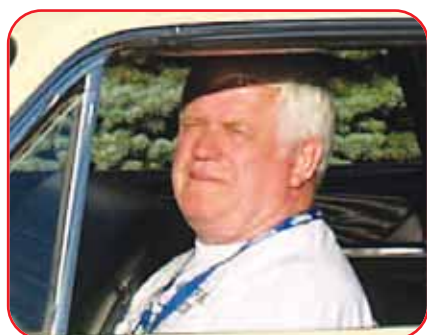
Merrill Berkheimer [RIGHT], presenter

First

1962 Signet sport coupe

John Knab

Gurnee, Illinois



Second

1966 Signet sport coupe

Bob Childers

Salem, Wisconsin



Third

1962 V200 2dr. sedan

Ron and Shari Leibly

Oconomowoc, Wisconsin

Class 7 -- 1962 - 1978 B-body



First

1966 Belvedere II htp. cpe.

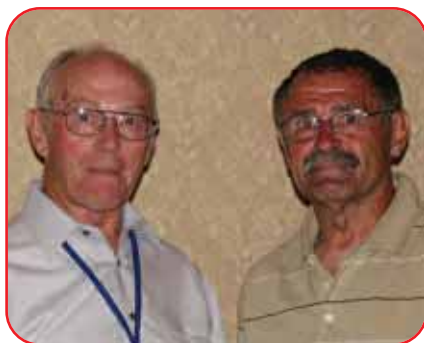
*Kim Gorrell
Dansville, Michigan*



Second

1963 Sport Fury htp. coupe

*Debbie Seitz
Woodbine, Maryland*



Third

1974 Satellite htp. coupe

*Art Reddish
Holdredge, Nebraska*





Class 8 -- 1960-61, 1965-77 C-body



First

1971 Sport Fury GT coupe

Don Modl

Mondovi, Wisconsin



Second

1960 Fury sport coupe

Milton McMillen

LaCrosse, Wisconsin



Third

1965 Fury III htp. coupe

John DeMoss

Des Moines, Iowa

Class 9 -- 1964 - 1974 Barracuda



First

1970 Barracuda conv.
Merrill and Bobbi Berkheimer
Hazard, Nebraska



Second

1969 Barracuda conv.
Paul Sullivan
Basalt, Colorado



Third

1965 Barracuda
V.B. and Lucinda Johnson
Goehner, Nebraska





Class 10 -- Commercial / Station Wagons



Bob Kerico (LEFT), presenter

Second
1975 Fury Suburban
Ed Lanfer
St. Louis, Missouri



Third

1954 Belvedere Suburban
Robert and Wanda Van Buskirk
Indianapolis, Indiana



Long Distance



Jim Benjaminson (LEFT), presenter

1250 miles
1965 Fury III station wagon
Michael Bonadonna
Inverness, Florida



Special Awards



Regional Attendance Award

Best attendance by a non-hosting region

Tall Pines Region

[L-R] Harvey Weaver, Carl Wegner, Carol Tetzlaff, Rich Tetzlaff, Jan Weaver, John Billingsley, Kay Tillotson, Jillaine Wegner, Roger McLean, Jean Graves, Marian Sundal and Lloyd Graves
NOT PICTURED: Jeff and Vivian Juneau, Ed Juneau and Carmon Klungseth



"Just Because"

Golden State Region special award
1951 Cranbrook convertible

Jeff and Vivian Juneau
Minneapolis, Minnesota



Kevin Reeves, Hoosier Rgn. pres. [RIGHT], presenter

Stan Peel Award

Hoosier Region award for best '54
1954 Belvedere Suburban
Robert and Wanda Van Buskirk
Indianapolis, Indiana





Other registered cars



1928 Q touring: Don Feeney, Marengo, Ohio



1931 PA sedan: Ed & Lenora Wilkinson, Rubicon, Wisconsin



1935 PJ sedan: Paul Curtis, Roseville, Michigan



1935 PJ sedan: Sergio DeHaro, Milwaukee, Wisconsin



1936 P2 sedan: Ron Hastings, Clinton, Indiana



1938 P5 sedan: Art & Debbie Krolkowski, Reedsburg, Wisc.



1939 P8 sedan: Chuck Rouse, Reedsburg, Wisconsin



1941 P12 conv: Jerry & Marge Nelson, Serena, Illinois



1948 P15C clb cpe: Ed Juneau, Columbia Heights, Minnesota



1949 P18 sedan: Lanny Knutson, Winnipeg, Manitoba

Other registered cars



1950 P20 sedan: Joe & Jean Dietrich, Verona, Wisconsin



1950 P20 sedan: Kevin & Kristin Reeves, Attica, Indiana



1951 Cranbrook sedan: Matt Smith, Marshalltown, Iowa



1951 Cranbrook conv: Tom & Kathy Wagner, Jefferson, Wisc.



1952 Cranbrook clb cpe: Neil & Barb Olson, Geneva, Illinois



1953 Cranbrook sedan: John Smith, Glen Haven, Wisconsin



1954 Savoy clb cpe: Al & Arlene Fritzsche, Collinsville, Illinois



1955 Belvedere sp cpe: John Billingsley, Owatonna, Minn.



1955 Belvedere sp cpe: Bob Nitz, Brookfield, Wisconsin



1956 Belvedere conv: Hy Gray, Roscoe, Illinois



Other registered cars



1956 "Fury" conv: Loyd Groshong, Troy, Missouri



1956 Fury sp cpe: Tom Van Beek, West Bend, Wisconsin



1957 Belvedere sp cpe: Rudi Kraut, Oshkosh, Wisconsin



1959 Fury sp cpe: Bill Brown, Mattoon, Illinois



1959 Fury sp cpe: Alan Heckman, Jewell, Iowa



1959 Sport Fury sp cpe: John Mahaffey, Johnsburg, Illinois



1959 Deluxe Suburban: Thomas Ozog, Downers Grove, Ill.



1960 Fury conv: Hubert & Cheryl McArtor, Spring Grove, Ill.



1960 Fury conv: David Young & Dianne Taylor, Westminster, Md



1962 Fury stn wgn: Wayne "Spanky" Cox, Effingham, Ill.

Other registered cars



1964 Valiant sedan: John Crist, Streator, Illinois



1964 Valiant Signet: Terry & Julie Lash, Moro, Illinois



1964 Sport Fury htp cpe: Carl Wegner, Grand Rapids, Minn.



1965 Sport Fury htp cpe: Lloyd Graves, Long Prairie, Minn.



1966 Fury III sdn: Ed & Lenora Wilkinson, Rubicon, Wisc.



1966 Sport Fury htp cpe: Clayton Miller, Woodbine, Maryland



1966 Valiant Signet sdn: Frank Shemek, Bellevue, Nebraska



1967 Fury III htp cpe: Dean Skinner, Eureka, Illinois



1968 Sport Fury htp cpe: Paul Krueth, Staples, Minnesota



1968 Sport Fury conv: James Mitchell, Reedsburg, Wisconsin



Other registered cars



1968 Barracuda conv: Marian Barry, Downingtown, Pa.



1971 Sport Fury sdn: William Hanzlik, Minnetonka, Minn.



1972 Satellite htp cpe: Ed Lynam, Des Moines, Iowa



1972 Fury II htp cpe: Vida Knab, Gurnee, Illinois



1976 Fury coupe: Frank Stolarczyk, Madison, Wisconsin



1980 Volare coupe: Wayne & Karen Fowler, Mt. Airy, Md.

Members' non-Plymouth Mopars



1975 Dart sedan: Robert Borman, Elizabeth, Illinois



1975 Cordoba: Roger McLean, Duluth, Minnesota



1989 Omni sedan: Janice Mitchell, Reedsburg, Wisconsin





Best of Show -- Group I

Our "Little Plymouth"

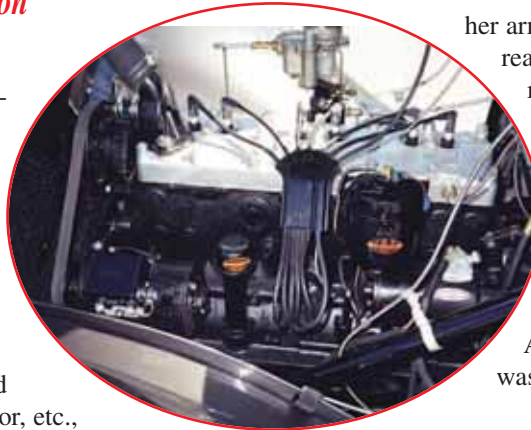
1934 PE business coupe
Doran and Jane Johnson
Cromwell, Kentucky

Upon its assembly being completed in August, 1934, our PE business coupe was shipped from the Chrysler Lynch Road factory, in Detroit, to the show room of the Johnson Motor Company in Memphis, Tennessee. As presently equipped, with its options and accessories, including dual trumpet horns, tail lights, sun visors and wipers, dipped bumpers, hood ornament, gun metal paint, leather interior, etc., plus freight charges, it would have cost its lucky buyer about \$720. Although we don't presently know who the original owners were, we can only assume that they adored the car as much as we have since it first came into our family in 1959.

We then affectionately dubbed it the "Little Plymouth" because my parents almost always had another Plymouth in the driveway that was larger. Although rarely, on certain occasions in the early sixties, all six of us would go somewhere together in this little coupe. My sister would sit in the front seat between my parents, while mother held the baby in



JOE DIETRICH PHOTO



her arms. My brother and I would ride in the rear compartment with the deck lid removed -- like riding in the back of a pickup truck.

After using it as a utility vehicle on the farm and, at times, a tow vehicle for the boat, the front end eventually wore out and it was parked in the shed, where it more or less stayed until its frame-off restoration by The Antique Auto Shop of Hebron, Kentucky, was begun, in 2003.

For the next five years, and with the indispensable help of Chrysler Historical and to an even greater degree, so many members of the Plymouth Owners Club, the car was restored to



JIM BENJAMINSON PHOTOS

the condition (perhaps even a little better) that it had been in upon its arrival at the dealer in Memphis so many years prior.

Since beginning this project, Jane and I have been having a great time while meeting and dealing with so many nice, helpful and knowledgeable Plymouth Club members, and the Little Plymouth is quite honored to have been named Best of Show in its group on its 75th birthday!

PB



75th
Anniversary
1934

Best of Show -- Group II



Sentimental Value

1956 Belvedere convertible Wayne and Margie Farrey Rockford, Illinois

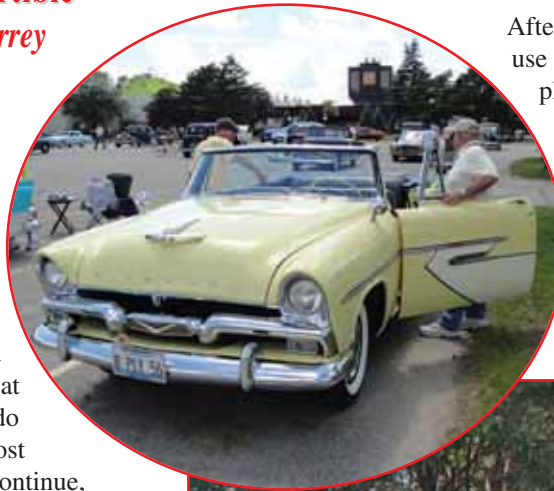
I owned a car just like this when I was 18 years old. That was in 1956 when I met Margaret, my wife-to-be, at my aunt and uncle's resort, in Pine River, Minnesota.

Years later a co-worker of mine showed me an ad for this car found in an *Old Cars Weekly* paper. Margie and I drove to Cedar Rapids, Iowa, to look at it and ended up buying it. I started to do some re-wiring of it myself, but soon lost interest and didn't have the money to continue, due to having four kids to raise.

The car sat in our garage for 25 years until 2004, when the guy we bought it from called to ask if he could buy it back. By this time I had retired from my job, having worked at the same place for 47 years. Margie and I thought about what we should do with it, and she told me if we thought we wouldn't ever have the money to restore the car, then we should sell it.



JOE DIETRICH PHOTO



JOE DIETRICH PHOTO

After another year went by we decided to use money from my 401K and had it completely restored -- rotisserie, body off -- by Sanders Antique Auto in Rockford, Illinois. It took a total of eight months to be completely restored.

This car has such sentimental value to us. Margie and I are enjoying going to car shows and showing it off!

PB



JOE DIETRICH PHOTO



CHRIS SUMINSKI PHOTO

Showing it off: [FROM THE TOP] Official photo; top down and ready to tour; in the judging lineup; with the meet's other '56 Belvederes -- Wayne and Margie's convertible, Hy Gray's convertible, Fred and Carol Hoffman's sport sedan, Bill Eye's convertible, Loyd Groshong's "Fury" convertible (not shown: Tom Van Beek's Fury sport coupe).



Best of Show -- Group III

A Tribute to Quality

1970 Hemi 'Cuda coupe
John Arps III
Oconomowoc, Wisconsin

The 1970 Hemi 'Cuda roared to life on January 7, 1970, in Hamtramck, Michigan. It had been ordered on November 29, 1969, by Marvin and Anita Miller, Jr., of Morgansville, Kansas. The dealer was the McNeil Motor Company of Clifton, Kansas. Notable options included the high impact Sublime body color, bucket seats, counsel-mounted Torqueflight transmission, woodgrain steering wheel, shaker hood and steel wheels. The car came radio-delete as did many of the high-performance cars of the time.

The Millers took possession of their new car on January 29, 1970, exactly two months after they had ordered the car. During its lifetime, the 'Cuda has had five owners, with the Millers owning the car twice.

The car retains its original engine bay, interior, chrome and trunk compartment. The rear bumper displays the McNeil Motor Company advertising sticker which was installed on delivery. The drivetrain has been rebuilt, and the

exterior has been repainted in its original color. All mechanical and body components are original to the car.

During the 'Cuda's 39 years, it has traveled a little over 26,000 miles.

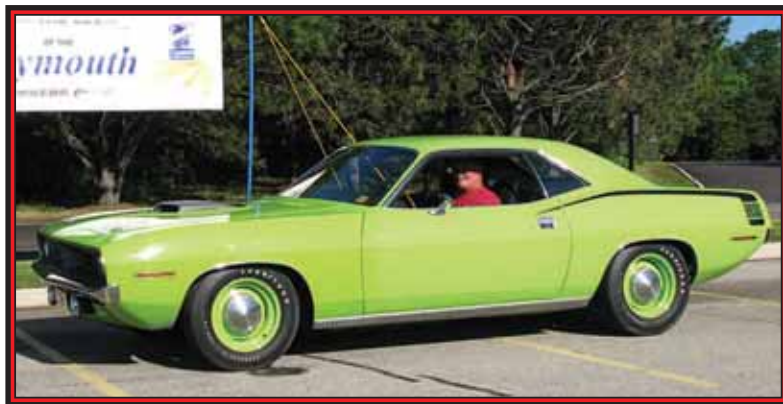
The mileage is supported by maintenance records kept by its owners. In addition, the providence of the car is established by original documentation including the order form, credit statement, Chrysler Corporation warranty,

consumer information statement, Chrysler broadcast sheet and the original owner's manual. Also included is the sales contract when the Millers repurchased the car, again from McNeil Motors, on November 29, 1974.

The seven-station judging system was grueling and through. I am extremely proud of how well the car performed during the judging process, obviously a tribute to the quality manufacturing by the Plymouth Division of the Chrysler Corporation.

In conclusion, I want to thank the judges and fellow members of the club for the recognition bestowed on the 'Cuda.

PB



JOE DIETRICH PHOTO



LANNY KNUTSON PHOTO



ED JUNEAU PHOTO



Performing well: [FROM THE TOP] Official photo; "Yah, it's got a Hemi!;" the last phase of judging; rear view at home.

JOHN ARPS PHOTO

Hard Luck



Still very enjoyable

1960 Valiant V200 sedan

Carl and Peggy VanBibber
Frederick, Maryland

On Day 2 of our Mid-Atlantic group trip to Oconomowoc and not long before we arrived in Plymouth, Indiana, for the night, I remarked to Carl that the car did not sound as quiet as it had the previous day. After supper, Carl and Jerry Seitz took it for a drive to see if they could determine the cause of the noise. When they returned to the motel, Bill Streett and Bucky Reich joined them, and all four seemed to agree on the diagnosis. Unfortunately, the news was not what we wanted to hear when 500 miles from home: wheel bearings.

Bucky had earlier scouted out the area around our motel and knew that the Chrysler dealership was just up the street, so Carl took the Valiant to them shortly after 7:00 on Wednesday morning. To make a long story short, they agreed



that it was indeed the wheel bearings and began trying to locate the parts they needed. They got the bearings, but the seals had to be sent in overnight. We optimistically decided to stay there and join the rest of the group in Wisconsin when the car was fixed the next day.

Well, Thursday, when they pulled the axle, they found that they had the wrong bearings. Carl suggested that they call Frank Mitchell in Georgia, which they did. They were able to order the bearings, but it was too late for them to be picked up and shipped that day. That meant that it would be Monday, at the earliest, before the car could be fixed. At that point, we decided that staying in Plymouth was not going to help speed things up, so we rented a car and left for Wisconsin early Friday morning. The ride through Chicago and on in to Wisconsin was uneventful, except for road construction and a stop at Culver's for their delicious flavor of the day.

When we arrived at the Olympia Resort, the first friendly face we saw was Clayton Miller's. He was enjoying a beautiful afternoon by cleaning his car. After checking into the hotel, we found several of our group participating in their own little happy hour. We were delighted to finally be back with this great group. We spent the rest of the afternoon catching up on everything that they had been doing since arriving. It sounded like they had had some interesting trips that we, unfortunately, missed.

Sunday found us once again on the road, following a great weekend with fellow car enthusiasts. Back in Plymouth,



Farewell: The two mechanics are on either end, Carl is second from left, then the service manager, and the owner of the Chrysler dealership in Plymouth. The top photo is from the 2009 National Fall Meet where the Valiant garnered Best of Show, Group III.

PEGGY VANBIBBER PHOTOS

MIKE PERLBERG PHOTO

we walked over to Cristo's, the restaurant that had become our home away from home. We had found Plymouth to be a very friendly, welcoming, place, especially the people at the restaurant. We almost became first-name friends with the employees at Cristo's after so many meals with them.

On Monday morning, we called the Chrysler dealership to check on the status of the Valiant and were told that the part had arrived and they hoped to have the work completed by the end of the day. Since Carl's cousin lived only about 70 miles away, near Kokomo, we had arranged to spend the day with them. Kokomo claims the distinction of being a city of firsts, including the first automobile, the Haynes. After lunch we had a very pleasant visit through the Heritage Museum in Kokomo, where we saw some terrific examples of automobile history. We had the place entirely to ourselves due to the fact

that the museum is generally closed on Monday, but after Carl's sob story of all of the events of the week, they let us go on in. Toward the end of our visit to the museum, Carl called the garage and was told that the mechanic had just returned from a test drive and that the car was ready.

After a little more visiting time, we returned to Plymouth with smiles on our faces, ready to complete our trip home. Early Tuesday morning, we gathered at the garage for pictures of the dealership owner and the crew around our repaired car, settled our bill, returned the rental car and hit the road. Home couldn't have looked better when we safely arrived at about 9:30 PM.

Even with all the anxiety the comes with being stranded on the road, the trip was still very enjoyable, and we are ready to go again. **PB**



Dodge-Plymouth Harley-Davidson ...



found at the Harley-Davidson Museum by Paul Curtis



PHOTOS: JOE DIETRICH, JEFF TARWOOD, BILL LAGE



Plymouths Cover the World

In keeping with the theme of their meet, the Dairyland folks wrote to POC members around the world outside of North America, inviting them to attend the 2009 Summer Meet and asking them to share pictures and stories about their Plymouths. While no one was able to attend, a number did respond with photos, text and greetings.



First Restoration

1929 Plymouth Deluxe rumble seat coupe

Serial No. GP673C

New Zealand Registration No. IK295

Made in Canada



*by Les and Marie Bennett
Ashburton, New Zealand*

When I was 27 years old, I purchased this car from a Vintage Car Club member in a small town of Waimate about 70 miles south of where I live in Ashburton. I had never restored a car before.

It was in a very rough condition although the doors and body panels had little rust apart from the bottom of the scuttle. All the wood was rotten; the hood (top) was in tatters; the rumble seat lid, rear bumper irons and spare tyre carrier were missing; and a truck body had been built into the rumble seat compartment-



Ready to re-skin the boot lid -- 1982

ment! It was also fitted with a large set of headlights from a 1929 Chevrolet. Although the car had obviously been lying under trees for some time, the engine did run but was very noisy. The transmission was stripped and beyond repair.

The asking price was only \$40.00 N.Z. which seemed quite reasonable at the time. In hindsight, I realized that, had I been more experienced at restoring, I probably should have left it where it was and looked about for something in a better condition.

At the time, I did not realize just how rare this little coupe is. I believe it to be the only Deluxe coupe in New Zealand or at least the only one to survive. Although only a very few Deluxe coupes were imported, there are numerous business coupes about and at least one roadster. I do know of three touring cars plus a number of sedans in New Zealand.

A week after viewing the car, I borrowed a trailer and set out to bring my prize home. I soon discovered just how rotten the wood actually was, as by the time we arrived home, much of it had disintegrated, leaving little for patterns.

When my wife Marie first saw it, she insisted I put it in the garage before the neighbours saw it!

The usual restoration went into the chassis and axles, etc., including cutting the rusted section from the rear of the chassis and replacing it with a section from another chassis I found. I was surprised to find its mechanical condition to be quite good; the front wheel bearings being the only bearings that needed replacing. I do not think the car had ever done high mileage. The engine was stripped down, the valves were ground and the crankshaft reground. The bearings were re-metalled, the cylinders were honed and new piston rings fitted. Then, the engine was fitted to the frame.

Once the running gear was finished it was time to start on the body, and this where the fun started! The chap I bought

the car from had gone back to the property on which he had found the car. Hunting about, he found the remains of the rumble



Ray Hoshen putting on the colour -- 1982

seat lid and the spare tyre carrier which is unique to the coupe and quite different from the sedan carriers. He also found the remains of the panel from below the boot lid, which was invaluable as a pattern.

With the wood in the body being so rotten and much of it non-existent, it was very difficult to get good patterns, particularly as I am not very good with woodwork! However, I did not have much trouble cutting out the pieces, but it was getting them to fit which was the difficult part! This would take some years to finish.

About 1981, after the car had sat untouched for some time while we were rebuilding the 1937 convertible, a friend who was a professional car restorer offered to help me finish the Plymouth. In his spare time and under his guidance, the car slowly came together. Much work went into repairing rusty fenders and making the rumble seat lid and its hinges, etc. We were fortunate to have all the small bits and pieces that belonged in the interior. Although the car was very rough to start with, it was very complete -- another indication of its low mileage.

While my friend Ray and I fitted the doors, etc., Marie was making new upholstery and a new hood. We had previously bought a heavy-duty commercial sewing machine, with this job in mind, and the end result was perfect.

By this time we were in 1983 and our object was to take the Plymouth to a rally at Benheim -- about 300 miles north of here -- at Easter time. So we had to put it all together and finish all the small details, which was a major task!

Ray painted the car in our backyard. I took three weeks off work and worked day and night to get finished in time. Finally, at 1:30 AM. on the morning we were to leave at 7:30 AM, we were done!

Before setting out, I had only driven the car a short distance and was a bit nervous about the whole thing. I need not have worried, as the Plymouth performed perfectly over the next few days. We travelled 796 miles with no trouble whatsoever. The only things we needed to do were to tighten a loose wheel and adjust the brakes before leaving for home. Our sons Justin, 15 at the time, and Steve, 13, rode all the way in the rumble seat and never complained once (although I do not think they have ridden very far in it since)! One of the cars travelling with us was a 1928 Plymouth tourer owned by a friend, Terry Meadows.

Since then, the Plymouth has given little trouble and travelled many thousands of miles. However, it is not very economical and that much-cursed distributor drive has given trouble on a couple of occasions. After making a new shaft



Our son Justin at age 13 in 1981, with our dog Glen, when the car was under construction. The same car (now restored), house and son 27 years later in 2008. With Justin is his six-year-old daughter, Anna.



from a piece of Ford T axle shaft, I have had no more trouble with it.

About 1992 I had to replace the original engine, as it had developed a crack in the block. I was lucky

enough to have three spare engines under the bench in my workshop. I picked the best block and was able to build a good engine that has not given any trouble since.

Through the restoration, and indeed since, I have done my utmost to keep this car as original as possible. The only deviation has been to fit a 1929 De Soto driveshaft with ball and trunion universals. This made a huge difference to the car, as it is used quite often. The emphasis here is on motor-ing rather than motor shows.

The Plymouth is painted a light green on the body with a dark green stripe and fenders. It has green upholstery, brown carpet and a tan hood and looks very attractive.

To the best of my knowledge, it is the only Deluxe coupe in New Zealand -- or should I say the only one to have survived? There would have been a very few of these imported. I am always cautious about making such statements, but, after owning this car for almost 42 years and having motored it extensively, I am quite certain I would have heard if there are any others in existence. There are quite a few sedans and business coupes surviving, and I know of at least one roadster and three touring cars possibly four.



My car is Canadian-built 1929 U but for some reason, as will be obvious from the photographs, it has apparently always had 1928 hub caps fitted, so I have left them as is, since they are part of its heritage.

PB



Plymouths Cover the World

Other Kiwi Plymouths



New Zealand Plymouths in photos taken by Les Bennett: The 1928 touring of David Banks, Christchurch, NZ, with Les's 29 coupe; the 1929 ex-taxi sedan of Rob Enson of Cheviot, NZ; a 1934 PE sedan, owner unknown, at a 1996 rally; and a lineup of four-cylinder Plymouths at a major 1992 rally



A Plymouth called Dodge?



*by Trev. Feehan
Highcliff, Northern Territory
Australia*

I have a 1929 Dodge Brothers one-ton truck powered by a 1929 Plymouth U motor. Apparently, it was marketed as a Dodge 4. It must be a pretty rare bird, as nobody with whom I have spoken has heard of one (sixes were common). **PB**

Plymouths Cover the World



With many surprises



by Gerhard Rubin
Bern, Switzerland

I've been a member of the Plymouth Owners Club since 2000. A few of you have helped me realize the complete frame-off restoration of my 30U sedan. After six years, with many surprises, as you can imagine, I have finished the car.

PB





Plymouths Cover the World

**1934 PE Deluxe sedan
(original; unrestored)**

Engine No. PE 186293

Chassis No. 2358332

Holden Body No. 1120

**Body colour: Plum Blue No. 14
(Australian)**

**Interior colour: Air Force Blue,
leather seats; all other trim, vinyl
Blue carpet with a footrest in the rear
seats and a rubber front floor mat**

First registered in 11 December 1934

Registration No. 135 582 (1934 registration plate number)



*by Alan Sreatfeild
Kilsyth, Victoria, Australia*

This car was purchased by me in October 1972 from a Datsun (Nissan) dealership in Ringwood, Victoria, Australia. I was working there as a mechanic at the time.

I am the fourth owner of this car, which had travelled 66,493 miles at the time of my purchase. The car had its entire tool set and owner's manual with it. A full set of original keys was kept in the oil of the carburetor oil-bath air cleaner. The rear quarter-windows have blinds fitted to them, as does the rear window. The rear window blind is controlled from the driver's seat only.

The engine has the original bypass oil filter still fitted, as it is the type that can be serviced. The car also has its bolt-on wheel balance weights on the front wheels, the type that are being used today with new tyres. Everything on the car -- from the vacuum wipers to the vacuum clutch and free-wheel control -- still works.

All its life, this car had only been serviced and repaired when needed. When I purchased it in 1972, I had to "re-Duco" the body, as most of the paint had been polished off the mudguards and roof. The car is still running a six-volt,



positive earth electrical system.

The car, which, to date, has only travelled 74,178 miles, is still used in rallies and has not yet let us down.

PB



Tales of Two Plymouths



1934 PE Deluxe sedan
Engine No. PE 214875
Chassis No. 2387270
Holden Body No. 1677

First registered in 9 April 1935
Registration No. UTR 473 (2006 registration plate number)

This car had its owner's handbook in it when I purchased it, plus some of the tools and the first registration papers, so all of the owners of this car can be traced.

The same man who traded in the original Plymouth at the Datsun dealer owned this car. When I purchased the first Plymouth, I was told that the man had another '34 PE at home. So, I went and looked at it and purchased it. Taken home, it sat as a parts car for about 27 years. My wife, Pauline, said I should restore it, and so we did. I am the fourth owner of this car as well.

About nine years later, we had a 1934 PE fully restored from the ground up, with every nut and bolt of restoration type. I built it to the same specifications

as the original car, so this car is Plum Blue with blue leather seats and black-vinyl trim. The rear quarter-windows and rear window have blinds fitted to them, and the rear blind is controlled from the driver's seat only. This car also has its vacuum wipers and a vacuum clutch and free-wheel control. The engine is fitted with a throw-away bypass oil filter. This car is still six-volt, positive earth as well.

The car has done 77,685 miles from new and has done a couple of rallies. To this date, it has done 78,595 miles and is settling in very well after a full mechanical rebuild from end to end.

PB





Plymouths Cover the World



by Harold and Pat Heaven
Adelaide, South Australia

There was a vehicle parked out in the weather for quite a long time behind a shed in a suburb of Adelaide, South Australia. In May 1986, I was asked if I would be interested in it.

The vehicle was covered in sawdust and in need of rebuilding, obviously, a challenge, but first we needed to see what make the vehicle was and what we might find when we'd first try to move it. Of course, our answer was yes, as the challenge was there. So, son Phillip went with me to pick up this vehicle. To our amazement, it was not in too bad a condition, considering how long it had been out in the weather. On sorting out and finding bits and pieces, it became clear to us that the vehicle could be returned to the road, restored.

We found the following information on the disc:

Engine No. DPJ5688

Chassis No. 2419628

Registration No. 8358 (current)

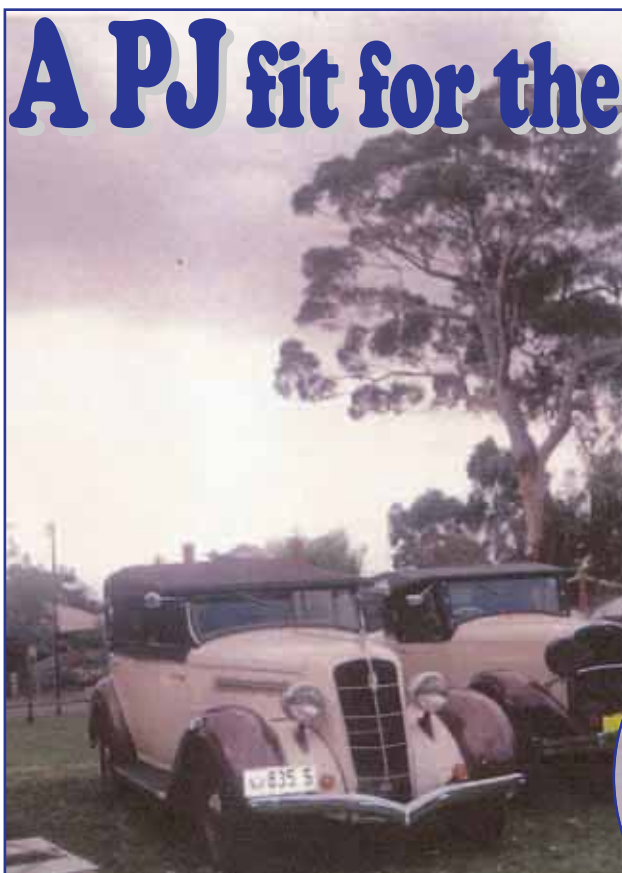
When I made a start on this vehicle, I was offered a wrecked one from which I was able to salvage a few pieces that had not been up to scratch on the original PJ. I knew that it would be hard to salvage parts for this vehicle, as swap meets didn't seem to have much that could help me.

After knocking out a few dents, having the vehicle upholstered and finding out how the engine parts were originally painted in the colours we thought to be original at the time, we made a decision to make its first run to the Nationals in Tanunda Oval for the Chrysler Club in Adelaide.

We were surprised to hear that only nine of these vehicles had been made. We have had it out on several occasions and enjoy the comments that had been given.

On a run back from the Barossa Valley here in South Australia, it became very overcast. We had my sister and her husband with us. At the time, we had the hood (top) being made and it absolutely poured with rain. We had packed some plastic covers and rugged ourselves up. One of the roads was

A PJ fit for the Heavens



flooded across with puddles. Sure enough, we hit one and the water came over the top of the vehicle into the back section, absolutely soaking my wife and sister. When we got home, we just laughed at the experience and the sight of the girls soaked from head to toe the moment it actually happened.

PB



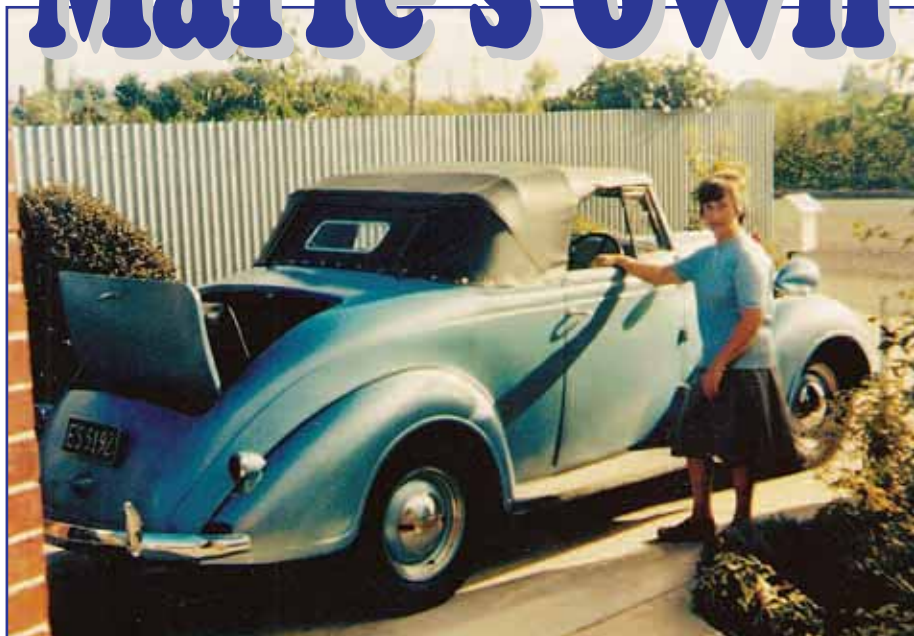
The touring body style, last available in North America in 1932, continued to be available in Australia, albeit in small numbers.

The body was built by the T. J. Richards, a company that was absorbed by Chrysler in the early 1950s. Harold and Pat Heaven's PJ touring is one of only nine produced.

Plymouths Cover the World



Marie's own



Marie Bennett with her newly restored P4 convertible in 1979

We used the car for some time, minus the hood, and in time we made new wooden bows, and Marie made a new hood, using a heavy-duty sewing machine we had purchased. This machine was to become invaluable when it came to doing the upholstery on the '29 coupe a year or so later.

At this time I also made a new window regulator for the driver's door, as the original one was missing, and the window been held up with a piece of wood.

Once the new hood was finished and a few other jobs done, we decided to have the car repainted. Marie took on the job of stripping the paint (after all, it was her car), and what a job it was. The car must have been eight or nine different colours in its time, and under it all was rust, more rust and bog and patches riveted over even more rust. They had done a

1937 P4 Convertible (Chrysler badged)
Serial No.1018904
Body No. 904x0098
Made in U.S.A.
New Zealand Reg. No.MB 1937
Owner Marie Bennett



*by Les and Marie Bennett
Ashburton, New Zealand*

My wife Marie bought this car in Christchurch, about 50 miles north of here, in January 1975. While the car was in reasonable running order, it would obviously need quite a lot of work to put it in shape. The hood (top) was in tatters and the wooden hood bows needed replacing. It had been repainted, but it was obvious that this had been done to hide other problems -- just how many we were to find out in the future! However, although the price was high for the time, we realized it was a rare car, and Marie duly bought the car about a week later. The young man from whom we bought the car had only used it once or twice and seemed glad to get rid of it. We should have woken up then!

I got to drive it home, and it ran really well, but it was bad to steer. On arriving home, I jacked the car up and was horrified to find it had no split pin in the left side wheel bearing nut, and the nut was about two turns from coming off! Once this was rectified, the car steered perfectly.



Painting was done by Marie once the chassis work had been done.

good job of hiding it, as none of this was obvious until the paint was removed! It even had wire netting holding some of the bog in places! The only thing to do was to cut the rust out and rebuild this body. This I was able to do myself, welding in

new metal where required.

After about a year and a half, the body was almost ready to paint. We decided to do the job properly and clean up the chassis and running gear. This was when we found the chassis was cracked and badly bent. The only thing to do was to remove the body and engine, strip the whole car and replace the chassis. We had obtained another chassis from a friend, a sedan chassis which only needed to have some body mounts changed to suit the convertible. Then the long job of rebuilding commenced. Mechanically, the car was in sound order, and this made the job much easier. We only needed to replace a few oil seals, paint the axles, engine and transmission and fit everything to the new chassis. We were then able to prepare the body for painting.

It was duly painted with ten coats of Mist Blue metallic. After final assembly, it was back on the road in the late 1979 and has been in use on New Zealand Vintage Car Club rallies ever since, covering many thousands of miles with no trouble what so ever.

By 1989 the engine was becoming quite rattly, so we decided to fit a reconditioned engine. Mainly for reason of parts-availability, we decided to fit a later engine. It's not original, I know, but it's much more reliable, as the car is used on long rallies. Also, I had three later engines and was able to build up a good engine using parts of these.

It preforms very well, and is quite economical. On a recent run of about 200 miles (at least 60 miles of which are



Two of five: Marie's blue P4 is joined by the blue P4 of Nelson, Lynne and Melanie [PICTURED] Lipinski which was featured in BULLETIN 285. Five of these P4 convertibles exist in New Zealand.



Two Chrysler convertibles, 43 years apart: Marie's '37 Chrysler-badged Plymouth and Kelly Kingsbury's '80 LeBaron convertible, a Chrysler with Plymouth K-body origins.

gravel roads), it averaged 23 miles per gallon -- not bad for a flathead Chrysler! I must point out that these Chrysler-badged convertibles have factory-fitted overdrives after 1935. There are about five of these 1937 convertibles still in existence in New Zealand, and I don't think many more, if any, were imported new. Three of these cars are in Auckland area in the North Island. Two are restored, and one is being restored. Another restored '37 convertible belongs to a friend of ours near Christchurch. This car belongs to Lynne and Nelson Lipinski and was featured in BULLETIN 295. This car is three numbers away from our car in serial number.

As a point of interest: in New Zealand all vehicles, including heavy trucks, must undergo a comprehensive safety check by a government-approved testing operator or a specialized testing station once a year for vehicles up to six years old and every six months for vehicles over that age; this of course applies to all vintage vehicles.

This is a very comprehensive check: brakes, steering, tyres for tread depth and condition, lights, body and chassis for rust or damage, etc. Any defect must be attended to, and the vehicle retested before a new Warrant of Fitness, as it is called, is issued. Operating a vehicle without a current W.O.F. subjects the owner to a hefty fine.



PB

Another on the way



by James A. Lawrie
Warkworth, New Zealand



Our 1937 P4 convertible is currently under restoration in my shed. We also own a 1937 Dodge sedan which also has a P4 Plymouth body. It has the Plymouth dash and the 3-1/8-inch bore Plymouth engine. Most of the Chrysler products that came into New Zealand were from Canada and were Plymouth bodied.

PB



Plymouths Cover the World



My first Plymouth



by Erik R. Knutsson
Borlänge, Sweden

I was visiting friends in Palm Desert, California, in 1987, when I discovered good prices on the old cars available in those days.

I returned in 1988 and brought a 1931 Ford coupe back home with me.

A few years later, I got a call from my friend Mats Hedberg, asking if I was interested in a 1941 Special Deluxe coupe that was located in the San Diego area. That became my first Plymouth. It was shipped and restored during the winter of 1991 and has been a very good runner since.

My new love is a 1969 Sport Fury convertible found by the same friend in Los Angeles. The car's one owner was a Mr. John Baker. The car is now in running condition.

PB



Great times



by Reg Squires
New Milton, Hampshire, England

Although I no longer own the car, I'll tell you of the great times we had with the coupe. We would go to many weekend meets with friends who also had a P15 coupe, as well as a lovely 1940 P10 convertible.

We also did a week-long trip to Disney World in Paris. Over 200 different types of cars left from all areas of Great



Great times: In Paris [LEFT]; 1999 American Car Club weekend [ABOVE] with fellow POC member, George Alexandre's light-coloured P15 coupe; arrival in Paris by ferry [BELOW].

Britain and ended up in Paris on the same day. My wife Doreen and I had a great time and will never forget that week.

I really miss my coupe, which we had purchased in Denver in 1990 while on holiday with Doreen's sister, who lives there. We shipped it back to England and picked it up from the custom sheds six weeks later. What a great day that was, seeing the car arrive in England. We drove her home with no problems.

The restoration was not a long job, as the car was very original. A professional re-spray was done, and then we were on the road!

I have not given up on getting another Plymouth from the States. Something from the early forties, such as a P10, would be my favourite. PB





Plymouths Cover the World

A Thousand Kilometres

by G. Shouten
Zeist, the Netherlands

We've owned our Plymouth since 1992 and are still in contact with its second owner, who lives in Canada. Annually, we've driven it some thousand kilometres, especially in the summer and to our complete satisfaction. But since our Plymouth doesn't have "servo-steering" (power steering) and due to my age of 78, we'll have to say goodbye in the near future. **PB**

Details:

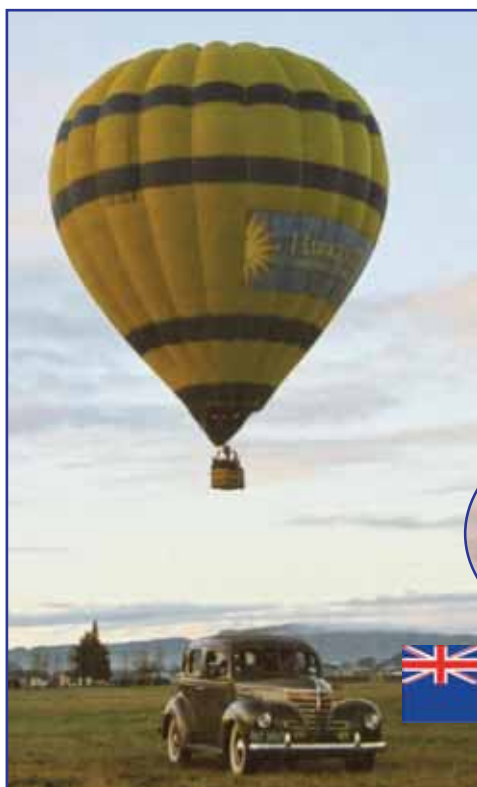
Plymouth business coupe, 1951

Built in Windsor, Canada

Total number built (in Canada) in 1951 and 1952: 319



..... Previously featured



1939 P8: Mark Jenkinson, Hastings, New Zealand -- BULLETIN 287



1959 Fury: Guy Salmon, Grimsby, Lincolnshire, England -- BULLETIN 297



1964, '62 Valiants: John Kelly, Langarrin, Victoria, Australia -- BULLETIN 295

With help from friends



With help from the POC forum, I replaced the master cylinder, a wheel cylinder and the exhaust manifold. I had a new interior installed as close as possible to original, done by Chuck Booth, a well-known and great interior man here in the Phoenix area. I have also had the front end rebuilt and new tires/tubes installed. I had the trunk lid realigned in Fox River Grove before I left Illinois. I currently have the car up on skates, as it is easier to move around in the garage.

From little things to major renovations, the plymouthbulletin.com forum has helped many like myself in repairs. Roy Kidwell has given me excellent advice and has been a great source of parts. I am very appreciative of the POC, as its members have helped me immensely.

by Dennis Nolan
Glendale, Arizona

About ten years ago in Rockford, Illinois, I bought my 1939 P8 sedan. During these past ten years, I retired to Glendale, Arizona, and the car hasn't been driven much, but some work has been done.



Whenever I have posted, they have been there with multiple answers. Without the help of the membership, I couldn't have completed the work that is now just about done. The help I've received is invaluable.

PB





1966 Plymouth Sport Fury

by Art Schlachter
Danville, Kentucky

What can a person write about a 1966 Sport Fury that is different and will stand out from the many other articles which have been written about one's favorite car. I guess the answer is that there are so many good articles that have been written in the BULLETIN by fellow members that it is often difficult, at best, to add much to what has been written already. I can just join my fellow hobbyists and write from my particular perspective.

Looking through past PLYMOUTH BULLETINS, I realize it has been 18 years since an in-depth article has been done on the '66 Fury. I have just turned 64 and have come to the conclusion it might be another 18 years before any new articles are written unless I step forward and do an article myself. I have been the club's Tech Advisor on the '66-67 Plymouth



B-body cars for more years than I can remember. Besides owning a '67 Belvedere II (my wife's first new car), I also have a 1966 Sport Fury convertible I picked up in California in 2000. I must confess, of the two cars, I love my Fury convertible a little better than the Belvedere. The



ride and handling of my convertible is awesome, especially while cruising on the highways here in central Kentucky. The 383/automatic seems to perform better at 75 MPH than at 65 MPH.

The chief design engineer for Chrysler on the '65-66 Furies was Elwood Engel, who had replaced Virgil Exner. (Elwood Engel was chief design engineer for Ford's Lincoln automobiles prior to moving to Chrysler.) When Virgil Exner (1949-1963) came on board with Chrysler, the Forward Look Chrysler cars were so successful in those early years that production couldn't keep up with orders. Toward the end of Exner's reign, poor quality and strange styling began to negatively affect Chrysler sales. Elwood Engel brought more realistic styling back to Chrysler, and sales once again began to pick up. Elwood Engel was Chrysler's chief design engineer from 1964-1968.

As with any new car design, prototype or concept, models are often built and displayed at auto trade shows to test public reaction. At the Chicago Auto Show in February, 1965,



Chrysler-Plymouth Division displayed their new idea car called the V.I.P. It was a gorgeous prototype with state-of-the-art tape recorder, stereo system and telephone mounted in the center console. Additionally, a television was mounted on the instrument panel that could be viewed by all passengers but the driver. Two glass tops (one over the driver's side of the car and one



over the passenger's side) would follow a longitudinal center bar and guide track, allowing the glass tops to be retracted into the trunk. How, you say? Well, I don't think Chrysler's concept engineers had figured that out, but it was a bold new and exciting idea. It is easy to see that many of the styling ideas for the '65-'66 Fury came from this unusual V.I.P. concept design. (My thanks for this concept car information to Marvin Kryska of Lloydminster, Alberta, Canada. Marvin also owns a fully restored '66 Sport Fury convertible.)

I came across a *Consumer Report* article printed back in



1966 Sport Fury convertible: Marvin Kryska, Lloydminster, Alberta

1966 comparing full-size Ford Galaxie 500, Plymouth Fury III, Pontiac Catalina, and Chevrolet Impala. According to this article, the Fury beat the other three car brands at all levels of speeds from 30 MPH (25.5 MPG) to 60 MPH (18.0 MPG) under all driving conditions. These four full-size cars made up about 40 per cent of all U.S. auto sales back in 1966. How times have changed in today's auto market.

If anyone were to visit car shows here in central Kentucky, most likely he/she would run into two '66 Sport Furies sitting side-by-side or cruising down the road, one behind the other. A friend, Dick Weaver, here in Danville, has his father's 1966 Sport Fury hardtop which was handed

down to him when his father, the original owner, passed away. This car has never been restored and has 42,000 actual miles. Dick and I have been close companions, following one another to car shows here in central Kentucky for nearly 20 years. I had always admired Dick's car, its clean lines and distinct hardtop so typical of Chrysler cars in the '60s, with lots of trim and the red-white-blue epaulet on the doors that distinguished the Sport Fury as an American-made red, white and blue-bred car.

In our early years together, I would follow Dick and his '66 Fury to car shows in my '67 Belvedere. Admiring his beautiful '66 Fury for many years, I decided that I wanted to have one. In 2000, I purchased my '66 Sport Fury convertible out in California and had it shipped back to Kentucky, where I did a total restoration on the car. The car had 52,000 miles on it, and had not been abused, but it had been badly neglected, with scratches in the original outer paint, a battery acid-sprayed engine compartment; and the California sun had badly faded the interior. Dick and I went to work on the car: the engine compartment first, followed by the interior (replaced by new factory original), a fresh new paint job and a new top, keeping



1966 Sport Fury htp. coupe: Dick Weaver, Danville, Kentucky



1966 Sport Fury convertible: Art Schlachter, Danville, Kentucky

everything original. One year later we had it in show condition.

One thing that I was curious about while working on this car was the amount of chrome and other bright work trim Chrysler had put on the '66 Sport Fury. Since I had all the chrome and bright work off the car when painting the exterior, I measured the length of each piece end-to-end, ignoring height dimension. On the exterior of the convertible there are over 150 running-feet of chrome and bright work (bright work refers to anodized aluminum and chrome). If the interior is taken into consideration, one can add another 43 feet. That makes a total of nearly 200 run-



Dick Weaver's Sport Fury: 209.4 inches bumper-to-bumper

ning-feet of chrome and aluminum trim. (The hardtop model, considering its roof trim, has even more.) No other Sport Fury model since 1966 has had that amount of trim. Needless to say, people in re-chrome & re-anodizing businesses love '66 Sport Furies.

People like to use the term "lead sled" when talking about full-size cars of the '50s and '60s. The full-size Sport Furies in 1966 and earlier were not that big of a car. In succeeding years after 1966, the full-size Plymouths did get significantly larger. The '66 Sport Fury measures 209.4 inches bumper-to-bumper. That is 15 inches longer than today's Chrysler Sebring convertible and only 12 inches longer than today's Chrysler 300. Although the '66 looks big, it is somewhat of an optical illusion. The hood and fenders extend straight out from the windshield, and, unlike in today's cars with their down-sloping hoods and rounded fenders, the driver can see everything all the way out to the hood ornament, giving it that big car look.

Dick and I are well-known in the car show circuit here in central Kentucky. When you spot one of our '66s, the other won't be far behind. The Sport Furies are great highway cruiser cars. Comfortable, roomy and smooth, my car's small two-barrel carburetor on its 383 engine meets my every need. Here in central Kentucky, the topography of the land is rolling hills with 97 per cent of the roads paved (no gravel). The summer days are warm and, during the late afternoon-early evening hours, temperatures tend to cool, making it the ideal



I am involved with a big charity event here in central Kentucky that raises funds for UK Children's Hospital. A group of us puts on the Keeneland Concours d'Elegance show each July in Lexington <keenelandconcours.com> You see me enjoying my Plymouth in the past 4th of July parade with the hospital's mascot in the back seat. Our event is a four-day affair culminating in a 60-mile back country road tour of thoroughbred horse farms with their beautiful white fences and stone walls. If you are ever in the central Kentucky area during the third weekend in July, the Keeneland Concours is the place to be. This past year we had three POC members in the concours show with Joe Abela's P15 woody wagon from Livonia, Michigan, taking first in its class.

time to drive with the top down. People say that antique car owners are just people who are reliving their youth. There might be a twinge of truth to such a statement, but I won't have it any other way. Unlike the cookie-cutter cars of today, the cars back in the '50s and '60s were exciting, and people would flood dealership show rooms in the fall to see the styling trends for the coming year. Today, with the exception of specialty cars (Prowlers, Crossfires, etc.) the excitement leading to new car introductions is just about gone. Say what you will, but I get more excited about the prospect of buying an antique Chrysler than a brand new car.

PB



Marvin Kryska's Sport Fury: ready to show. It's a big block, four-speed car.



Art Schlachter with the 273 temporarily out of the '67 Belvedere II, that his wife, Linda, has owned since it was new, the year she graduated from high school. "I married her for it," says Art.



Barracuda!

My article this month will deal with a Plymouth series that to me does not seem to get much space in our club magazine, even though I do see them in pictures taken at the meets. This is the 1964-74 Barracuda and 'Cuda series. There may have been features on them before I started and maybe I've missed them. (See BULLETINS 222, 231, 236, 267 -- *ed.*)

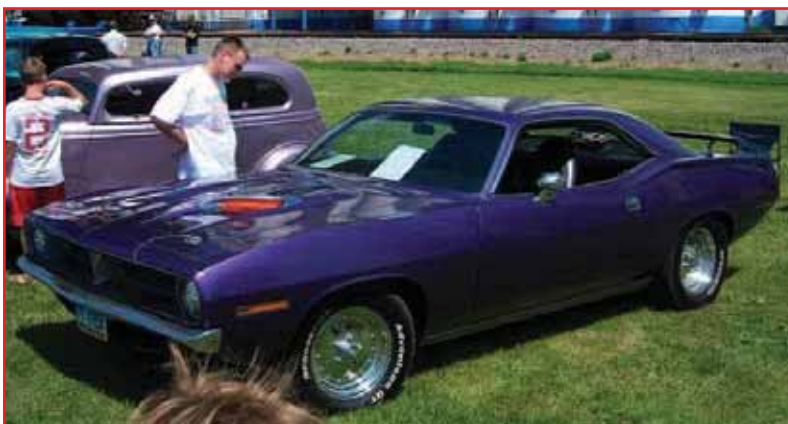
In 1970, they really changed the looks and made a car out of the Barracuda (now this is my opinion, you may like the earlier ones more -- to each his own, I guess). To compare, let's just look at stats, to start with. In 1964, the first year for this new car called the Barracuda meant to compete with the new Mustang from Ford, they built 23,443 total cars, including 2,227 V8 cars. In 1965 they upped production to 64,596 cars. By 1966, according to my book, production fell 42% to a total of 38,029, of which 26,800 were V8 cars. This latter figure includes 5,666 four-speed cars, so you can see that they were leaning more towards high performance by 1966. Only 11,229 six-cylinder cars were built that year.

In 1967, with a new body style more in tune with the times, production shot up 64% to 62,467 cars. According to my source book, that total was never to be attained again. A convertible was added to the lineup in 1967 with 4,228 being brought out. Also, they did come out with the big block 383 engine in a few '67s.

The next year, 1968, again saw production drop, this time by 28% to 45,412 units, even though they added the soon-to-be-venerable 340 engine to the lineup. This time 2,840 cars were of the convert-

ible ilk. Styling remained roughly the same. By 1969 they even added the 'Cuda 440 (quite a trip that would have been, in my estimation). This li'l car weighed only 2,984 pounds as a fastback. Can you say "screamer?" This year -- the last year for this style -- saw production drop again, by 30% to 31,987. A nice car it was, by this time, but where are they now? You do not see them around much. I am sure they are out there; just not in North Dakota and Minnesota so much.

Now we get to 1970. I had assumed that since I love the '70-74s, they sold way more, maybe not. These became true muscle cars with the addition, at this



juncture, of the 440-6 Pack (6 BBL.) and 426 Hemi to the lineup. In 1970 some wild colors were added: Plum Crazy, Sublime, Lemon Twist, Vitamin C, Burnt Orange and Hemi Orange (now, I might have chosen some of Dodge's names for the paints; whatever sounds cooler to me, that is the name I remember). Production jumped again, by 75% to 54,800 or so. There were ten, yes TEN, engines to pick from and an array of cars never to be seen again: six models to choose from such as the Barracuda Gran Coupe, for one, labeled BP23 or BP27, if you ordered the convertible. Shaker hood, elastomeric bumpers, tuff steering wheel, winged spoiler and other great add-ons



could drive you nuts with glee. Can you imagine the looks you would have gotten with a Moulin Rouge (actually PINK) AAR or 426 HEMI convertible as you slowly idled up to the local drive-inn? A guy would have probably gotten popped in the schnauzer in those days as he got out -- part of the reason so few were built and are now so ardently sought after.

Fast forward to 1971: assembly again slowed down to only one-third as many Barracudas being built as during the year before. Engine availability dropped to only eight choices (Only eight? My word!) as they produced 18,690 cars that year in this Plymouth style. Sassy Grass Green was added as a color -- as neat a name, in my book, as Curious Yellow.

By 1972 production fell, but only by 240 cars; not bad at all. BUT... buyers

were given only two body styles and three engines to pick from. Gone were the convertible and all the big block engines. The 340 was the top engine -- a li'l spitfire but not offering the torque of yesteryear's big blocks, for sure.

Production rose again in 1973 -- by 20 per cent to 22,213 cars. By 1974 -- the last year for these cars -- production fell by

50% to only 11,734 cars. (This brings the 11-year total for the Barracuda to 392,500 units.) Two engines were available for the last year of production, the 318 and the 360 V8s.

Wrapping it up, I realize I may need to elaborate more next month on these E-body and A-body Barracudas. I will see if I can come up with some humorous stories about these cars as I had with the Road Runners a few issues back. 'Til then... Oh yes, I will have to elaborate a lot more on the AAR 'Cuda and those Six Pack and Hemi cars, doncha think?

-- CLIF NELSON
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Muscle car memories

The model in the pictures is a Blaze Yellow 1974 Plymouth Road Runner, made by Multiple Products Corporation. It is a 1/24-scale, plastic promotional model of the real car and was given out by Plymouth dealers to buyers and “hot” prospective buyers of Plymouths vehicles. It was likewise offered for sale at selective retail outlets, mostly hobby shops. I believe the original price of this promo was approximately five to six dollars back in ‘74. No, they weren’t cheap... back then! Nowadays, what with the popularity of Mopar collectibles, and muscle car memorabilia, more specifically, prices have moon-rocketed to the point where many collectors even hate to ask when they see an item for sale at an old car event, or they are shocked out of their seats when they are following the avid bidding on eBay.

In mint-in-box condition, as is my example, this promo is probably worth about \$150 and maybe even more. Many promo boxes in the ‘70s were generic items; the only unique detail were the car model and color names printed on the box flap. In the case of my ‘74 Road Runner, however, PMC and Chrysler went all out and provided a special box with illustrations of a number of sharp Mopar rides from the ‘70s. Check the pictures again, as it is the box, I am sure, that really adds to the value of my promo, highlighting its Mopar heritage. Don’t you think so? Of course, the ‘74 Road Runner already sported an aggressive look, and these tough guy lines are evident on the promo, as they “oughta” be. I always loved the more rounded grille of the ‘74 model, and its great mag wheels are perfectly replicated on my promo. Some Road Runner purists may argue that by 1974, the car had lost both its muscle car look and definitely its potent engine set-ups. I won’t argue one

way or another -- it continues to be a Road Runner, according to Plymouth, and it will have its detractors and its supporters, and that is what helps to make our old car hobby so much fun.

In 1974 I was a recent newlywed with a young daughter, and while not struggling financially, I was, like many of us, concerned enough about the future to postpone any decision about buying a new muscle car. I bought a sporty car but one with my family in mind rather than one with horsepower as a determining factor. Five years earlier, when muscle cars were really muscle cars, I was truly struggling financially, still

studying, and I could only drool at the thought of buying one off the showroom floor... and salivate I did, like most of us, instead of the fortunate few who had the means to purchase or who threw caution to the wind and just bought one for the kick-in-the-pants fun of it. The short conclusion in my case is that the muscle car era passed me by and only now am I compensating for it in one way or another -- but that is a story for another day and another column and one without a 100% Mopar theme.

So there was no real muscle car for me to own and show off in the ‘60s or early ‘70s (or even through the ‘80s!).



Still, my ‘74 Road Runner promo does remind me of a muscle car moment every time I glance at it on the shelf or take it down for a closer look. My own personal feeling on the matter of not having had a muscle car of my own during the so-called golden age of muscle cars is one that is likely shared by many Plymouth Club members and for reasons very much similar to mine. I, however, did have a close-up personal experience with a ‘74 Road Runner. That contact was all too short-lived, and I should have taken better advantage of it at the time,

but who among us doesn’t have some one-that-got-away accounts in our history books of old car stories.

The time was 1975 and my dad, already twice-retired from earlier career jobs, got bored sitting around and answered an ad in a local paper looking for a “laid back” used car salesman at a small town Dodge dealership. He had never sold much of anything before but wanted something to do that didn’t require much pay, and so he found himself hired after a brief interview. He was a

people-type of guy, had been a plant foreman and a college counselor and knew enough about cars to be a perfect fit for the job, or so he claimed. Plus, there was no pressure and, better yet, a little after-hours (or during-hours) beer drinking and sports, etc., chatting with the other guys.

In 1974, my wife, baby daughter and I were living some distance from my parents, but once a month or so we would drive back to western Pennsylvania to spend a weekend with them. My dad would leave to keep track of his used car lot on Saturday mornings, and I would often tail along to keep him company



and, of course, to check out the cars he had for sale, many of them Mopars. The used car lot was situated about ten miles from the main dealership, and often we would go back and forth to exchange vehicles. One particular Saturday my dad asked me to go with him to the main dealership to drive a recently traded vehicle to the used car lot. The car, to my utter surprise: a red '74 Road Runner with very low miles and equipped with a 400 engine and a four-speed tranny. The first owner traded it for a new Dodge with a little less power, so we were told. Needless to say, the ten-mile run to the used car lot (and I had be careful... it wasn't mine!) was one of my best-of-a-lifetime car trips. Now, I know what you are thinking: Why didn't he buy and keep this low mileage Road Runner?

First of all, I didn't know at the time that only about 7,900 Road Runners were produced in the 1974 model year and of that number, the 400/four-speed combo was an even rarer set-up. In '74, family and career-starting were taking precedent for me, and like the car manufacturers themselves in building them, my own immediate interest in driving a muscle car as an everyday car was not as intense as it had been back in the late '60s. I know now that I should have researched the car a bit more and maybe sacrificed to purchase it, but I really had no cash to acquire the car, even though my dad could have given me an unforgettable deal. Likewise, I had no place to store it as a future collector car, since I already had a '40 Studebaker in storage. We drove back to Washington, DC, on Sunday, and when I called my dad the following week to ask about the Road Runner, he said he sold it first thing Monday morning... too bad! Down deep, I knew that car would go fast (pun intended) -- maybe not as fast as Road Runners once did (it wasn't a Hemi, after all!) and that I had regretfully (even today or I wouldn't be writing this) missed an opportunity to own a genuine, low-production Plymouth Road Runner.

But I do have my memory, and my sharp yellow '74 Road Runner that came with its own Mopar-decorated box to help keep the dream alive.

-- **Bill Brisbane**
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From the President

Agree to be enticed

Your Plymouth is important to you for a host of reasons, and you are the best at determining the kind of care it needs. Unless you live where you can drive it year-round, this is the best time of year to take stock of what needs to be done to prepare your car for the long winter. Many of us don't do much winter driving, but the original models were driven all year-round for the most practical of reasons. We needed to keep our Plymouths on the road all the time back in the day. Now the hobby puts them to bed until springtime.

Keep the spotlight on your Plymouth as long as you can this year and give it some roadability time as the days up north grow shorter. That Plymouth of yours was engineered to go in all kinds of weather and was, after all, one of the best of the low-priced three. So let's keep doing our maintenance and taking the car we know best out in the days ahead to show it around. No sense in having that prized Plymouth hibernate when getting it out and showing it will make someone happy and might even garner the POC a new member.

Then, after extending the driving season a bit, let us turn our attention ahead about 200 days from now to the National POC Meet being planned in Portland, Oregon, by the Cascade Pacific Region in June 2010. The POC members from the East and Midwest need to support this effort. I hope you will join with all of us wanting to make this trip west.

There is a proposal to boost attendance at the meet in Oregon by encouraging people from the East Coast and Midwest to tour there as a group. There is safety in numbers as well as help in the case of emergencies. People would, in general, follow the 2003 tour route to Oregon. At the meet in Maryland a few people discussed this idea with Cliff Middleton, who participated in the cross country tour in 2003. Cliff had been talking with several people and was getting a pretty positive response and is encouraging camping, cookouts and side trips enroute. The thought was to use the 2003 cross country itinerary, having the same motels in mostly the same cities where possible. A primary host motel would be identified and additional motels listed as alternatives. Cliff volunteered to develop a campground list. Each participant would need to make his/her own reservations from a list that could be published in the BULLETIN. This would reduce the need to start planning anew and having to reinvent the wheel.

The idea would be to have an official meeting date and place. Maybe only a few people would meet at the eastern-most starting point, but others would join the group each day as the tour moved west. Tall Pines Region members would, for example, join in Iowa. Instead of following the Lincoln Highway specifically, participants could follow whatever route meets their needs for that day. Most participants would drive newer, faster cars than were taken on the original tour. We would have to do some fine tuning of the route, as some stretches were difficult driving and a better, faster route should be encouraged. Faster routes would mean arriving earlier in the day and allowing some time to rest (the original tour ended in some really long days). Things to see and do along the way could be identified but would be optional. On the original tour, groups of people who wanted to travel together quickly formed, so there was not one long string of old cars going down the highway but groups of four or five cars sticking together.

The main purpose would be to arrive in Oregon safely and well-rested to enjoy the national meet. Participants would plan their own trips home. Let's discuss this within each region in the months ahead, since the meet is less than eight months away.

The folks hosting us in Oregon are also thinking of innovative ways to entice us to make this trip and to make it a success. We will be hearing more in the time ahead. We all have to agree to be enticed. I'm in. What about you?

-- **Bob Kerico, president**

Plymouth Showcase



JIM BENJAMINSON PHOTO



**Doran and Jane Johnson's 1934 PE business coupe
Best of Show, Group 1**

2009 National Summer Meet

